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Trail Rider

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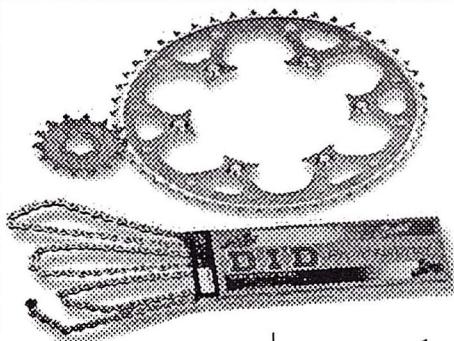
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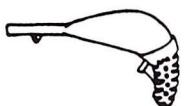
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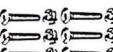
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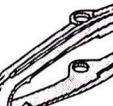
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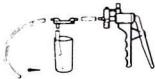
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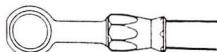
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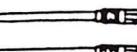
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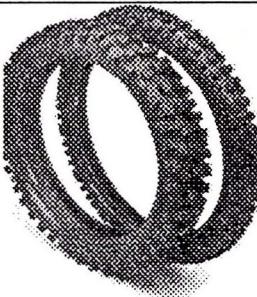
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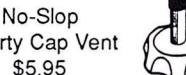
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ON THE COVER: Josh McLevy clears the pond crossing at Michelec's and locks his gun-fighter eyes on the next turn. Josh has concentrated on the GNCC this year, so his NETRA points total isn't that great, but he's a tough competitor at any NETRA event he enters; he won the overall at the Salmon Run this month. Photo by Mike Bernier.

WARNING: Few things in life are going to match the thrill you get from off-road motorcycle riding, but we'll tell you right now that riding in full protective gear is the only way to go. Always wear a helmet and eye protection, but don't stop there. Wear good-quality riding boots to protect your feet, gloves, riding clothes, chest protector and everything you can get, because when you hit that tree you're going to be surprised at how hard it is. And you will hit it, it's just a question of when. Dress for the crash, we always say, and the riding will be a whole lot more fun.

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LAST OVER

By Paul Clipper

Trail Rider II

For the longest time, I knew I was overwhelmed, or at least headed that way. No, I'm not talking about an enduro here—just about any of them have the capability of overwhelming me. If it isn't the riding, it's the 42 lines of timekeeping information that needs to be programmed into the enduro computer.

This was something different. I was working myself into an early grave, but the perplexing part about it was that I was working at something I really loved. Yeah, you're right, it was *Trail Rider* magazine.

When I started doing this 12 years ago, it was more than a labor of love, it was a labor of panic. I knew what I had to do, I just wasn't 100 percent sure of how to go about doing it. Those first few issues consumed a lot of time, but punching a time clock was still fresh in my mind and *Trail Rider* was a whole lot better than "working" for a living. After a few years it actually smoothed out a bit, and for a while there I was in control of everything, farming out the art, working with a manageable size and budget, and I actually felt like I had time on my hands.

These past few years, though, things changed. *Trail Rider* grew, my family life changed radically and I started getting bogged down. My job description had changed from Writer to Business Manager and it really wasn't the right thing for me to be doing. I knew it, I'm sharp enough to know when things are screwing up, but I figured it could all be handled by that fine human birthright known as denial. I wasn't having any fun until the moment that I kicked the engine over and rode off, but I figured that was one of the hazards of the job, and shrugged it off.

And then one day, a casual acquaintance of mine called about something else, pictures of a race or something. He was happy to be talking to me, he said, because he'd been reading my stuff since, when?—was it 1979? I said yeah, I'd pretty much been in the business since 1979.

"Almost 20 years," he said. "And you know I have all those old magazines, I never throw anything out." He went on to call to mind some of the stories I'd written back in the "good ol' days," and then went on, very innocently, to say "I like to go back and read some of those stories, you know, I think they're a lot funnier than what you're doing now. I guess you have to run the business so much that you don't have any time to enjoy writing any more."

It wasn't like being hit with a hammer, but it was quite a bit like getting poked with a stick. All along I thought I was going through the motions and everything was fine, and here was this guy who didn't know me, and he could read right between the lines.

I felt bad about that. Not only was I overworking myself with dull business matters, but I was a poseur. It was obvious to him I wasn't enjoying myself, so it must be obvious to everyone.

So the question became, how does one shed himself of all his business concerns and go back to being a writer and enjoyer of all things two-wheeled? I could dump the business and go freelancing for everyone else, but that would be a disaster. Who would carry on *Trail Rider*? How could I afford to do that anyhow, I had so much wrapped up in the business. I could go to the bank and borrow a half-million dollars or so, and hire all kinds of staff and put a big push on...and actually this idea spent a fair amount of time roiling around in my brain. The only trouble was I'd have to go head-to-head against all the competition out there...and a

half-million wasn't looking like enough any more. I'd probably need a million from The Man, and even that would restrict the new staff to some fairly lean times, unless we made piles of money right away. And how many hours a day would I have to work to get it all off the ground? I was already working 10 to 14 hours a day, and the object of all this was to work less and create more.

I was musing about this one day last September, when the phone rang. It was my old friend Dick Lague, publisher of *Dirt Rider* magazine, and indeed President of all the two-wheeled books at Petersen Publishing. We were talking about what we were up to, and he mentioned that Petersen was growing fast, acquiring many new titles, and it was changing to a place I wouldn't recognize. I told him if Petersen was interested in acquiring something, why don't they think of acquiring *Trail Rider*? It was something I'd joked about in the past, but this time there was nothing but thoughtful silence from the other end of the phone.

"Do you think you're really ready to sell?" came the eventual reply.

It's funny to me, that's the way these things always seem to start. An offhand remark, a couple of ideas batted back and forth. A few months later I started getting the idea that he might really be serious, and by April it turned into the beginnings of a business deal. We planned and proposed and pondered, and soon it was a done deal. *Trail Rider* is now owned by Petersen Publishing and I am the Editor, not the Publisher.

I've always tried to be straight and honest here, and I'll tell you honestly that I've had second thoughts about it, all along. But the question always came up: what was the alternative? The calculations always came out the same—it would be more work and more worry, and the magazine would suffer no matter how much money I managed to put into it. Either that or bail out, maybe give the magazine to someone who didn't understand it, wasn't capable of continuing it, and I didn't want to do that. The demand for *Trail Rider* is growing every month, all across the country, as off-road riding increases in popularity. Thousands of people want to see it, and I knew there were thousands more out there if we could just get the magazine out to them.

And you know what? Petersen thinks the same way. With the Petersen horsepower behind *Trail Rider*, we can carry



PHOTO BY MIKE BERNIER



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our message across the country. Yes, of course I'm going to continue coverage of the northeastern events that we already cover every month, but wouldn't it be cool if the guys in Washington and Oregon had a monthly magazine that covered their events, too? *Trail Rider* can do it. *Trail Rider* can also cover the Southeast, the Southwest and the Midwest, and do it the same way we've been doing it. We can be everybody's local magazine, and you watch and see if we don't do it.

We're going to have more room and a bigger magazine. This November issue is going to look a lot like the old *Trail Rider*, as we get production up to speed and get everybody online. We'll skip December, then starting with the January/February issue we're going to debut a complete redesign with more pages and full-color pictures. There will be a lot more people seeing *Trail Rider*; unfortunately, until we get up to speed, we're going to cut back to a bi-monthly magazine—there will be a January/February issue, then a March/April issue and so on. No, that's not what I wanted to do, especially after we've published monthly without a break since 1979, but the corporate world demands that we "prove ourselves," and we will definitely do that.

We'll return to a monthly format as soon as possible, in the mean time we're going to take advantage of the longer break between deadlines to pack the book with more articles, more information and more fun—something we've sometimes had trouble doing in a monthly format. And of course, you're not going to receive any fewer magazines than you already paid for.

The most important thing to me is that I'm getting a lot more help, which will give me more time for riding, more time for writing and more fun on dirt bikes. There is already an actual production staff working on *TR* in Petersen's home office in California. Abby Venzke is *TR*'s new Managing Editor, Brandi Centeno is our Art Director, and Bill Sawalich is the Copy Editor. They will help me with *Trail Rider*'s new look—something it desperately needs. You may not recognize it; but read it closely, the writers will still be familiar and many of the photos will have the same faces in them.

This is the most exciting thing to happen to *Trail Rider* in its nearly 29-year history. We are going national and we are going to show the world what dirt biking is like on the East Coast! I know it's going to be very exciting getting this new *Trail Rider* off the ground. I just hope the staff goes easy on me. After all, I haven't had a real job in more than 12 years. □

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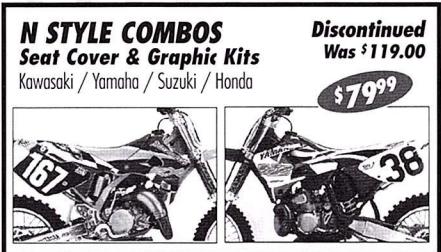
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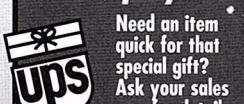
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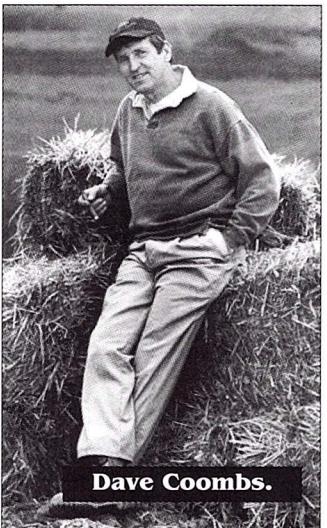
1977-1997

EASTERN NEWS

A Rousing Send-Off

Approximately 300 friends and family gathered at High Point Raceway in Mount Morris to celebrate the life of, and say goodbye to, Dave Coombs, who passed away in July. Everyone there was treated to some wonderful food and drink, and many slides and videos of Coombs' life, including a glimpse of his time as a professional musician before he was involved with motorcycles. Hearing some of the stories, we have to tell you that if you thought Dave Coombs the race promoter was a hell-raiser, you should have known him when he was playing bass! Lord have mercy; his friends made him seem like a choir boy in his later years. There was also a bluegrass band playing and a lot of reminiscing. Daughter Carrie Jo even got up and sang a song that made a number of us speechless. If she hadn't passed the bar exam she could have given Patsy Cline some mean competition.

Big Dave will be greatly missed. It



Dave Coombs.

was a fine send-off and a fitting tribute to a legend of our sport.

One Last Event!

Don't hang up your hare scrambles hat in New England yet! The Tri-State M.C. in New York felt bad about the changes in the NETRA schedule this year, with the loss of the Slippery Root and the Woodsocross in the back half of the season, so they got together and quickly crafted another fine course at Lembo Lake, for the final NETRA hare scrambles of the year. The event is the Lembo Lake II, of course, and it happens on November 8th, so you might be able to hustle up there for the season's last hurrah if you hurry. If you need more information, call (914)566-4956, or see the ad in this issue.

New Green Marble

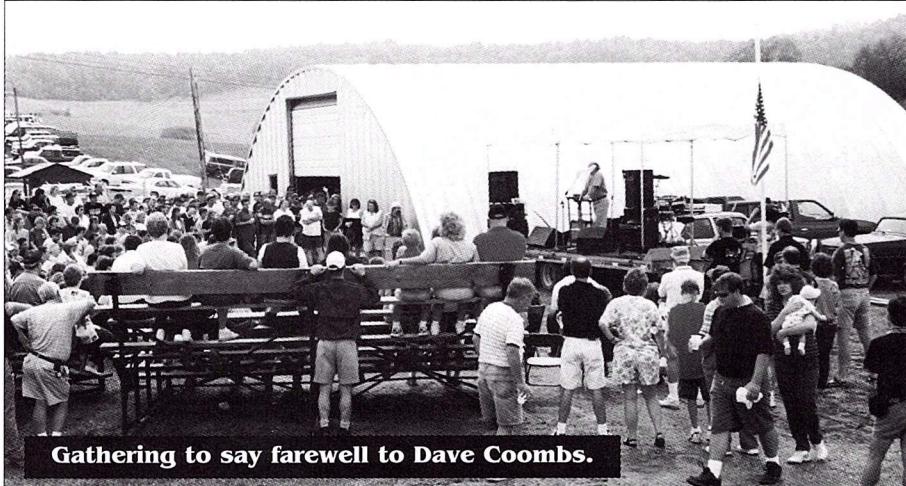
After losing their start area in the beginning of the year, the Green Marble Enduro Riders came back fighting and now have a new location and new enduro to offer everyone in the ECEA and the Northeast. The Green Marble enduro is happening on November 1, 1998, near Good Spring, Pennsylvania. Word has it they're starting where the Reading Off Road Riders had their National Hare

Scrambles. The directions are exit 33 off of Route 81 in Pennsylvania, and follow the arrows. Other details: pre-entry is \$30, post entry is \$35; \$15 for Women, Masters, Super Seniors, pre-entry only. Key Time is 8:00 a.m.; The event is District 7 sanctioned and all riders must have AMA and ECEA cards. Primitive camping is available, with flat ground but no hookups. ECEA tests are available Saturday only, with food Saturday night and Sunday. Gas, restaurants and hotels are nearby. Sign-up is on Saturday from 2:00 to 8:00 p.m. and Sunday at 6:30 a.m. For other information and sign-up, call Ken at (410)655-6904; for general information, call Kathi at (410)798-1310.

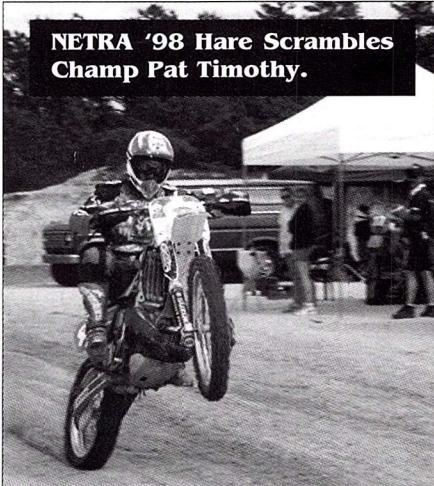
The coolest thing is that the Green Marble is a *Closed Course Enduro*, meaning you don't need a license plate or anything. All they ask is that you bring a quiet bike to the event. See more electronic information and possibly an e-mail sign-up at www.nvtr.org/gmer.html.

Another Step Backward in Massachusetts

Mike Stone, Vice President of NETRA, reports that despite our best efforts to have Pilgrim Sands Trail Riders member Gordon Goyle appointed to the Massachusetts Board of Environmental Management, Governor Cellucci has appointed an environmental lawyer to the open position on the board. The appointment was made even though 26 state legislators sent letters to the Governor recommending Gordie. The new board member had one letter of



Gathering to say farewell to Dave Coombs.



NETRA '98 Hare Scrambles Champ Pat Timothy.

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1998 GNCC Champion Rodney Smith.

recommendation and the backing of Trudy Coxe, the Governor's Environmental Secretary (and no great fan of dirt bikes herself). There were a lot of other lobbying efforts on Coyle's behalf, including three personal meetings with the Governor, but it's again a case of who you know over what you know. Although this setback is extremely disappointing to all NETRA members, Stone reports that the NETRA board will continue to work with the BEM to increase

trail riding opportunities in the state.

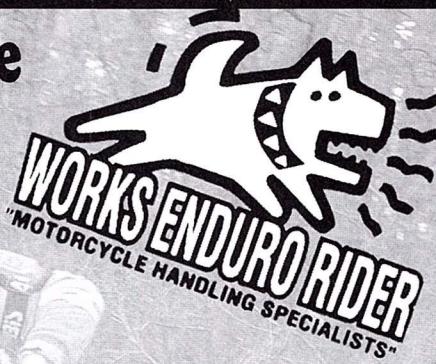
Timothy Wraps It Up

Word from the fax machine tells us that Midtown Kawasaki's Patrick Timothy wrapped up the NETRA hare scrambles championship for 1998 with an overall win at the Stateline Hare Scrambles on September 13. Cheri Alix was there and she promises a complete report next month. For now, she told us that Tommy Norton had a couple of crashes and pulled off early, honestly scared of hurting himself on the extremely fast, rock-surface course. A number of riders were injured from crashes sustained during the event.

This, of course, was right on the heels of the addition of Lembo Lake II to the hare scrambles schedule, but quick work on the slide rule shows that it's very doubtful that anyone can challenge Timothy at this point. □

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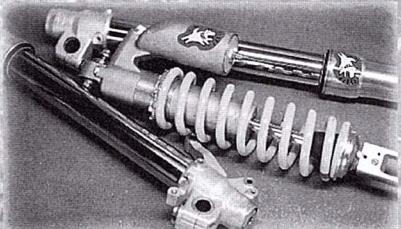
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GNCC Update

TR just heard from Mike Lafferty, who has been filling out the rest of the year riding the Grand National Cross Country championship and AMA National Hare Scrambles. Lafferty spent time at the Millfield, Ohio, Burr Oaks GNCC, round 11 of the series, where he finished in fifth place. Rodney Smith (Suz) won the event and clinched the championship there, but all the action was happening behind him. Honda's Scott Summers had a slim chance of gaining some ground on Smith, although Summers was back around fifth in total points for the year, so he was going for it on the start. Lafferty says Summers got a good start at the front of the pack, but bailed off on this little jump in the first turn. "He was right in front of me," Mike told us, "and I felt bad about riding over the back of his bike, but I looked over and saw Doug Blackwell slam on the brakes and ride right over Scott!" Fred Andrews, who also had a shot at the top, got a great start but then knocked the carb right off his bike on another nasty jump. Don't ever say they don't ride gnarly at the GNCC.

At that point Lafferty figured he had plenty of room in front of him so he rode a great race, finally settling down in third place going into the last lap. "Man, it was hot and dusty. I was whipped, and I knew Randy [Hawkins] was a full minute behind me, so I was just riding to the finish. I was beat, but still cranking along in the dust, when all of a sudden Summers and Andrews come by me on the last lap like I was tied to a tree. I couldn't believe it! They were riding like they were headed for the first turn again, and Summers had already been run over once and God knows what else. You know, I'm really starting to hate him for riding an XR600 like that."

Andrews wound up finishing second overall, with Summers right behind him in third. They both bumped Paul Edmondson (Suz) back to fourth and Lafferty finally came in at fifth for the day. Rodney has it locked up for the season, but you can expect a full pro grid for the last three events still to come, as they ride out the rest of this amazing GNCC year.

THE REST OF THE WORLD

ISDT Reunion

While you're reading this, most likely we're out in Fort Smith, Arkansas, for the second annual ISDT Reunion. Last year was the first running of this event and it received wide praise for an idea that hadn't been explored yet—put together a fun competition and make it exclusive to International Six Day Trials and International Six Day Enduro veterans, and to anyone serious or crazy enough to want to ride an AHRMA-legal vintage bike over the same trails. Last year they had so many past off-road stars that the nostalgia taps were on full, and since last year's event was such an immediate success, we expect this year to be a full-on happening. Well, we're there right now taking it all in, so look for a full story on it by Charlie and Clipper next month.

Big ISDE Story

We figure the ISDT Reunion will be a good warm-up to the International Six Days Enduro that is being held in Australia this month. If all goes according to plan, we'll be there covering it just like last year. Well, Charlie won't be there, but he'll be thinking about it, we're sure. The teams have been picked and the USA is sending 46 riders this year, in 12 club teams, a World Trophy team and a Junior World Trophy team. The top team, the World Trophy team, is somewhat the same as last year, except for Steve Hatch, who is unable to attend this year because of contract limitations. Destry Abbott (KTM) will be riding in his place this year, along with Ty Davis (Yam), Randy Hawkins (Yam), Chris Smith (Hon), Rodney Smith (Suz) and Scott Summers (Hon).

Word has it that the Junior Trophy team will be an all-KTM team once again, and this year it will be Mike Lafferty, Brian Garrahan, Robbie Jenks and Jason Raines. Look for a full story on the Six Days in the January issue of *Trail Rider*.



The last special test at the 1997 ISDE in Italy.

National Enduros Wrapped Up

Although Mike Lafferty sewed up the national championship early this year, we still had one or two events left to contest after the champagne was popped in Rhode Island. About a month after that, the national enduro circus moved to Divide, Colorado, for round nine of the series, where Ty Davis made a rare appearance and took the overall on his Yamaha. "Ty was riding great," Mike Lafferty told us. "Me, I don't know what was going on. I thought I was going fast but he just rode right over me. Destry Abbott had a great ride, too; I wound up in third." Abbott rides for KTM. Doug Blackwell, on his SCR Yamaha, finished fourth in the Colorado race and KTM's Pat Garrahan was fifth. None of this would affect Lafferty's position at the top of the pack, but since Randy Hawkins scored no points at Colorado, the results moved Pat Garrahan into second place in the standings and bumped Hawkins down to third.

The final event of the season was in Indian River, Michigan, where Lafferty got his act together to score another overall win. Michigan rider Blair Bersano roosted his way into second overall, and following Blair was Matt Stavish, last year's second place series finisher. Blackwell and Garrahan fin-

ished up the top 5. The Michigan event shifted the points standings around once again, since Hawkins decided to sit the last one out. Blackwell moved into second place for the year, followed by Garrahan, then Hawkins and Stavish. Ty Davis finished sixth for the year, followed by Washington Husaberg rider Jason Dahmers, Destry Abbott in eighth and local Jersey boy Fred Hoess finishing ninth for the year. Tenth spot was filled by KTM desert ace Russell Pearson of Nevada.

The Big Line

Talk about time marching on. We can easily remember when KTM had three bikes to offer in a model year—a 125, a 250 and a 500. Well, late this summer we attended KTM's 1999 model year introduction at the Rock & Roll Hall of Fame in Cleveland, Ohio, and had the opportunity to meet and ride all of the 19 motorcycles in KTM's 1999 line! Nineteen machines, from 50cc to 640cc. You know, in case we had any doubt up until now, we think this puts KTM in the league of the major players. How many dirt bikes do any of the other manufacturers have in its line? Go ahead and count them, we'll wait.

New Kawasakis for '99

We just received Kawasaki's press kit for 1999 and once again we're happy to see the KDX200 in the

**The word *obstacle* has been deleted from the
'99 Husqvarna model line's vocabulary.**



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model line for another year. 1999 is the 19th year of the KDX line, which started out humbly as the KDX175 back in 1980. Of course it changed every year, turning into a 200 in 1984 or so, but the fact remains that the same basic model has been in continuous production for 19 years. Not only is the KDX200 arguably the greatest trail bike of all time, it may very well be the oldest model trail bike you can buy.

The KDX200 is joined in Kawasaki's model line with the KDX220, a new machine introduced in 1997 with a little more displacement than the original KDX. A 1999 KDX220 will arrive here shortly for a test session, so plan to read more about it when winter rolls around.

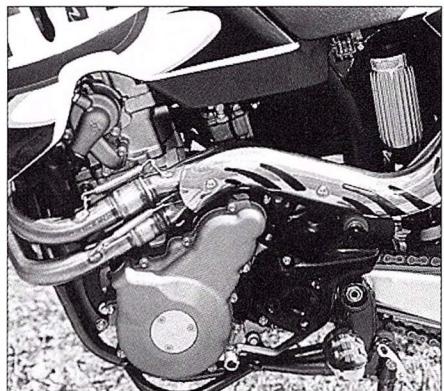
Kawasaki has a great upgrade path for those on the learning curve, with the KX60, KX80 and KX100 to learn and grow on before you get to the adult-sized KXs. Of those bikes, the KX125 and 250 are major revisions for this year, with new engine specs, new carburetors, changes in chassis and suspension, the whole works. They sound like great candidates for enduro conversions or hare scrambles machines.

Finally, for all you big-bore addicts out there, the KX500 is still around and ready to charge you through the woods. On the four-stroke front, Kawasaki also announced the release of the KLX300 for 1999, and the long-distance dual sport and touring rig, the KLR650.



New Husky Dual-Sport?

One of our closest neighbors here at *Trail Rider* just happens to be Husqvarna USA. Located in historic Willow Grove, Pennsylvania, the Husky offices are only about an hour from our office. Not exactly close enough to go there just to hang out, but they have been extremely convenient for test bikes and any tech information we might need. We've been there a few times since they moved in, and on our last trip to pick up our 360 test bike, we stumbled across one of their little secrets, and snuck a few shots while their backs were turned. As you can see in the picture, it looks like a



Top: Husky's Euro-only TE 610e dual-sport machine.

Above: The TE 610e electric-start engine.

Husky dual-sport, but the bike pictured is actually a European model of the new Husky four stroke called a TE 610e which, across the pond, is street legal. What we find most cool is the all-new engine, which is available in Europe as a 610cc or 410cc mill, complete with electric start. The bike has a luggage rack on the back, a different exhaust system that looks really quiet and full street legal gear. When we asked about it, Husky assured us that the bike is not DOT approved, since it is not imported into the States and, as of now, Husky has no plans to start importing them. Why is it here? They are evaluating the bike and looking into the potential market for such a machine. Besides, it gives them something cool to ride down to the local coffee shop! □



Kawasaki's venerable KDX200: 19 years old.

NETRA HARE SCRAMBLES

DOWN TO THE WIRE

The Points Battle Tightens Up as the Season Nears Its End

By Cheri Alix

Salmon Run

Round 9, Union, CT 8/23

The NETRA hare scrambles season is quickly coming to an end. This has many riders scrambling for year end points, prompting one of the largest turnouts for the Salmon Run. With the large turnout for all the classes, the Expert/Amateur race was pushed back more than an hour with the green flag finally dropping at 2:09 p.m. for the start of the seven lap event. The riders took off in Blackwater-style, with four riders leaving every five seconds. Leading the pack was MHR/Factory Connection's Josh McLevy and Ken Valentine on the first row. Following in the next few rows were Ken Law, Luke McNeil, Brian Tucker and Tom Norton.

The course was basically the same one run in July for the Union HS, but a few new zig-zags were added and most of the straightaways removed. It was a little dusty in the open sections but the woods were damp and slippery. The new sections kept the race slower and made for a more technical event. The infamous waterhole was extremely deep and full of ruts. It was a relentless track with no breathers.

The first rider to go down was Law, immediately losing several positions. VMR/Spectro/C-Cycle/Scott's Norton was next down, hitting a stump and endoing. He also lost several positions but caught right back up, passing many riders and closing right behind McNeil. As the riders came into a new section they both hit a rut. "It looked like a good line," said McNeil, "but it was just bottomless and sucked you right in." Both riders went down, with Norton getting out first and McNeil coming out several positions down.

McLevy was out in front avoiding all the mishaps, coming around at the end of the first lap with almost two minutes on second place Valentine.



Pat Timothy never backed off, never looked back and took the overall at the Rocky Mountain hare scrambles.

Norton was now in third place down another 13 seconds with Brian O'Neill and Brian Tucker rounding out the top 5. Ken Law had been dictating in the front but drowned out his

bike at the waterhole and took almost the entire lap to get started again. Law drowned out two more times before calling it quits.

By the end of the second lap,

PHOTO BY CHERI ALIX



Norton started out in his usual place in front of the pack at the Rocky, but a smashed chain guide put him back to seventh overall by the finish.

McLevy had an uncontested lead with more than 2 minutes on second place Norton. Valentine was now in third place down another 30 seconds followed by O'Neill. Moving up into fifth place was 200 Expert rider Jess Berthiaume. Right on Berthiaume's tail were Tucker and McNeil, all of them coming through the waterhole and into the barrels within 5 seconds of each other. Lawson had drowned out in the waterhole on the first lap and lost several minutes trying to restart. He put the charge on for the third lap, catching and passing both McNeil and Tucker and closing to within seconds of Berthiaume as the two came through the barrels.

Out in front was McLevy, putting 30 seconds a lap on second place Norton. "My bike was awful. I had the rebound too fast. It was just beating me up," said Norton. "I came in to pit at the end of the fourth lap and

changed it a few clicks. What a difference. I was putting in 20- to 30-second faster lap times."

Valentine had closed to within 40 seconds of Norton at the end of the fourth lap, but by the end of the next lap Norton had increased the gap to almost two minutes. It was too late to catch McLevy who now had more than a 4 minute lead. But Norton managed to whittle away at it, decreasing McLevy's lead to just over three minutes by the time the checkered flag dropped.

"The first four laps just beat me up good. I just kept crashing," said Norton after the race. "But I did put in some fast lap times at the end. I pulled off a second on an otherwise bad day, so I'm happy."

With first and second place wrapped up, it came down to an all-out battle for third place. Berthiaume, Lawson and McNeil put

on the hard charge in the final laps, catching Valentine in the waterhole just before the barrels at the end of the sixth lap.

"I got right behind Valentine coming into the water," recalled Berthiaume. "We were just cruising through, since the water's so deep. I hear this bike flying up behind us, he must have been in third gear. I'm thinking 'who could this be?' and here comes Lawson right through the water like a big tidal wave."

Lawson took over the third place position coming through the barrels with Valentine, Berthiaume and McNeil hot on his tail. The riders came around the pits banging bars. Valentine managed to regain the lead and was determined to hold off the pack, which he did right up to the end coming around to the barrels in third place. Berthiaume crashed hard on the last lap, swapping in a slippery

Salmon Run, Class Results

Overall Champion	Hon	1. Stephen Sherman	Kaw	3. Alan Whitford	Hon
A High Point		2. Todd Harris	Kaw	4. Steve Labraecque	KTM
Jesse Berthiaume	Yam	3. Charles Geroux, Sr	Kaw	5. Mike Kraskouskas	Kaw
B High Point		4. Raymond Mostowy	Kaw		
Joshua Beebe	Hon	5. Scott Petriño	KTM		
C High Point					
Mike Wolf	Kaw				
AA					
1. Tom Norton	Yam	1. Ray Crane	Kaw	1. Rob Larson	Hon
2. Brian Lawson	Yam	2. Tom Crawford	Hon	2. Dave Kanney	KTM
3. Ken Valentine	KTM	3. Garth Brown	Suz	3. Ronald Pratt	Kaw
4. Luke McNeil	KTM			4. Russell Waters	Kaw
5. Brian O'Neill	Kaw	Novice Four Stroke		Amateur Senior	
Junior		1. Rick Barthocetti	Hon	1. Brian Sebben	Yam
1. Nathan Kanney	Suz	2. Rick Sawun	Hon	2. Dave Machinnes	yam
2. Robert Langenback	Yam	3. Paul Phillips	Hon	Expert 250	
3. Ryan Dellaghefha	Yam	4. Mike Marvin	Suz	1. Justin Provencal	Yam
4. Adam Aborn	Yam	5. Chris Nicholas	Hon	2. Dennis Decker	KTM
5. Derek Waters	Yam	Novice Open		3. Jeffrey Staples	Yam
Mini		1. Robert Foley	Hon	4. Dave Clark	Hon
1. Ryan Sheehan	Hon	2. Lloyd Parker	Kaw	5. Chris Cramer	Kaw
2. Tim Langenback	Kaw	3. Liam Zibell	Kaw	Expert 200	
3. Paul Dellaghefha	Hon			1. Jesse Berthiaume	Yam
4. William Ainsworth	Kaw	Novice Senior		2. Cris Crispin	Hon
Women		1. Mark Jolley	Yam	3. Nathan Kanney	Suz
1. Brandi Vaughn	Kaw	2. John Nolan	Kaw	4. Denny Anderson	Kaw
2. Tina Biello	Kaw	3. Brian Provencher	Kaw	5. Jimmy Edmonds	KTM
Novice 250		Amateur 250		Expert Open	
1. Carl Andres	Hon	1. Chad Richardson	Yam	1. Chris Panzella	Yam
2. Warren Plante		2. Dan Olson	Kaw	2. Dan Saolomone	KTM
3. Kurt Wright	Kaw	3. Doug Hymick	KTM	3. Peter Byrne	Yam
4. Jason Hedges		4. Chris Chasse	Suz	Expert Veteran	
5. Sean Stopa	Kaw	5. Greg Wabuda	Kaw	1. Rob Carlson	Suz
Novice 125		Amateur 200		2. Marty Mears	kaw
1. Mike Wolfe	Kaw	1. Chris Jump	Kaw	3. Chris Simpson	Kaw
2. Leon McCluskey	Yam	2. Todd Santheson	Hon	4. Mark White	Suz
3. Ben Roy	Kaw	3. Keith Callahan	Hon	5. Scott Raymond	Kaw
4. Evan Chochiek	Hon	4. Charles Hathaway	Hon	Expert Senior	
5. Ken Hosler	Hon	5. Dan Collins	KTM	1. Robert White	Hon
Novice 200		Amateur Open		2. Frank Wortmann	KTM
		1. Lorne Goralnik	Yam	3. Jerry Randall	Yam
		2. Casey Griswold	KTM	Expert Four Stroke	
				1. Chris West	Hon
		Amateur Veteran			
		1. Jeff Picardo	KTM		
		2. Dave Szenutis	Hon		



Mike Peristere, on the gas and in perfect sideways form at the Rocky Mountain.



Charles Hathaway (2nd, B 200) negotiates a rocky gully at the Rocky Mountain hare scrambles.

root section. But he still managed to come around within his allotted time, edging out both Lawson and Valentine for third place overall and the Expert class High Point. Lawson finished with fourth place points, with Valentine rounding out the top 5.

PHOTOS BY CHERI ALIX

Rocky Mountain Hare Scrambles

Round 10, Alton, NH 8/30

Text and photos by Cheri Alix

The following weekend everyone descended on Alton, New Hampshire. After many setbacks due to last year's severe winter weather knocking down trees and losing large sections of trail to land disputes, the Rocky Mountain hare scrambles finally went off. The club laid out a 16.5 mile course consisting mainly of cart roads, snowmobile and cross country skiing trails. The trails continually ran up and down the hills, with several washed out rocky downhills. There was one bridge more than 100 feet long, crossing a nasty swampy mudhole.

Just three days before the race was to get underway, the original starting area was blocked by a disgruntled land owner, causing the club to scramble and find a new location. Parking was

tight at the new location, but with the low turnout of only 175 riders, everyone managed to find a spot.

The riders lined up Blackwater style at 1:00 p.m., Experts, Amateurs and Novices combined. With only a 13 minute delay, the flag was dropped. Midtown Kawasaki/Clarkie/Stahly/C-Cycle/Spectro/FMF-sponsored Pat Timothy was the only rider in the front row. Brian Tucker and Ken Law followed on the second row with VMR/Tsubaki/Answer/Tech Tube-backed Tom Norton on the third row. Tucker immediately got a flat front tire and had to return to the pits. Norton quickly got by Law and right on Timothy.

"I came up to the mudhole and there were two spectators standing on the side pointing," said Pat Timothy. "I got tunnel vision looking at them and didn't see the bridge going over the mud on the left side," said Timothy shaking his head. "I went right for them and

Rocky Mountain HS, Class Results

Overall Champion

Patrick Timothy Kaw

A High Point

Chris Panzella Yam

B High Point

Lorne Goralnik Yam

C High Point

Justin Davidson Hon

AA

1. Patrick Timothy Kaw

2. Ken Law Yam

3. Tom Norton Yam

4. Brian Tucker KTM

Junior

1. Robert Langenback Yam

2. Ryan Dellagheffa Yam

3. Thomas Sheehan Yam

4. Derek Waters Yam

5. Timothy Harbut Kaw

Mini

1. William Rowe Kaw

2. Scott DeCosta Kaw

3. Paul Dellalghelfa Hon

4. Ryan Pytko Kaw

5. Sean Mullaney Hon

Women

1. Heidi Landon Kaw

2. Dawn Silvia Kaw

3. Brandi Vaughn Kaw

Novice 250

1. Kevin Fahey Kaw

2. David Maurice Kaw

3. Jeff Palesky Hon

4. Bill Kelly Hon

Novice 200

1. Jeff Duchane Kaw

2. Todd Harris Kaw

3. Charles Geroux Kaw

4. Scott Cotier Kaw

5. Carl Arnett Kaw

Novice 125

1. Jeff Parker KTM

2. Charlie Delaura Yam

3. David Blais KTM

4. Terry Maihack Hon

5. Sean Katulonis Kaw

Novice Open

1. Brian Robarge Hon

2. David Yarosis KTM

3. Liam Zibell Kaw

4. Stephen Tanzella KTM

Novice Veteran

1. Charlie Smith Kaw

2. David Defasor Suz

3. Robert Hardman KTM

Novice Four Stroke

1. Justin Davidson Hon

2. Paul Phillips Yam

3. David Oram Suz

4. Mike Marvin Hon

5. Peter Rossi Suz

Novice Senior

1. Charles Kennedy Suz

2. Ed Barnes Hon

Amateur 250

1. Todd Hamilton Hon

2. Mike Carpeniot Hon

3. Robin Allsop Yam

4. Larry Silvia Kaw

5. Keith Boney Hon

Amateur 200

1. Keith Callahan Kaw

2. Charles Hathaway Hon

3. David Popielski Hon

4. Scott Harwood Hon

5. Mark Griffin Hon

Amateur Open

1. Lorne Goralnik Yam

2. Doug Fox Hon

Amateur Veteran

1. Jeff Picard KTM

2. Brian Brewer Suz

3. James St. Laruent KTM

Amateur Four Stroke

1. Stace Ames Hon

2. Jim Walsh Suz

3. Bill Reiss Suz

Amateur Senior

1. Pat Fogarty Hon

2. David Kanney KTM

Expert 250

1. D.J. Lis Hus

2. Dennis Decker KTM

3. Jeffrey Staples Yam

4. Josh Hackett Hon

5. Justin Provencal Kaw

Expert 200

1. Chris Crispin Hon

2. Jimmy Edmonds KTM

3. Nathan Kanney Suz

4. Steve Formanek Hon

5. Drew Carpenter Suz

Expert Veteran

1. Scott Raymond Kaw

2. Robert Carlson KTM

3. Chris Simpson Kaw

Expert Open

1. Chris Panzella Yam

2. Dan Salomone KTM

3. Robert North Yam

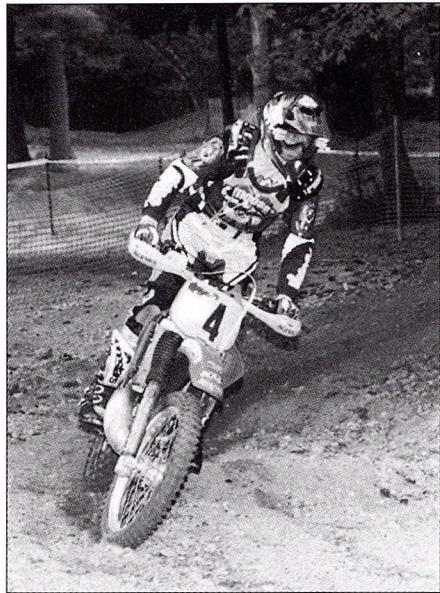
4. Pete Byrne Yam

Expert Senior

1. Jerry Randall Yam

2. Robert White Hon

slammed into a dead stop in the mud. I just caught Norton in the corner of my eye crossing over the bridge. I just went nuts when I saw him cruise over the bridge. I just



PHOTOS BY MIKE BERNIER

Ken Valentine had a lot of tough competition from Jesse Berthiaume, Brian Lawson and Luke McNeil, but he held them all off for third at Salmon Run.

ripped my bike out of the mud."

It took a while for Timothy to get his bike out and cross the mud but Norton wasn't going anywhere fast.

"Once we got off the Junior course, the trail was completely virgin, not a mark on it and the branches were hanging over everywhere making it difficult to see the arrows ahead," said Norton. "If you went fast you'd get killed. So we had to just plug along. Timothy came flying up behind me and got right on my tail so I moved over and let him go. Not 100 yards later, he put his hand up and let me lead again."

The two riders just hung together until the final mile when they came back onto open trail. Timothy grabbed the lead coming around just seconds ahead of Norton. Both riders stopped to pit for gas coming out side by side. Three minutes behind and in third place was Ken Law. It was an all-out battle for fourth place between Expert 250 riders, Josh Hackett, Dennis Decker and Jeffrey Staples, all coming around with less than 5 seconds between them.

By the second lap, the groove was made and the riders started picking

up the pace. Timothy got out in front and put 20 seconds on Norton at the end of the second lap, but it wasn't over yet. With adjusted time, Norton only had to finish less than 10 sec-



Josh McLevy took a break from the GNCC series to come out and win the Salmon Run hare scrambles.

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onds behind Timothy. He had closed to within this time not halfway into the final lap, when disaster struck.

"I bounced off a rock and the back end of my bike slammed sideways into a tree. It wasn't that bad of a hit, but it broke my chain guide. It made that instant grinding sound that makes your stomach sink to your feet," said a disappointed Norton. "I

had to take my rear wheel completely off. Luckily I had my fanny bag and two sweepers who had just passed me turned around to help. But I lost almost ten minutes." Norton finished the race, but not after several riders passed him, moving him back into seventh for the day.

Timothy went on to take the checkered flag, tying up the year-end

championship points with Norton and setting the stage for what will be an interesting final two races.

Law took second overall for the day, just edging out third-place-finisher Chris Panzella by 3 seconds. MSR/Willows/MS/Lyons and Billards-backed Panzella started out on the ninth row and had quickly moved himself up into the pack, coming around in sixth place at the end of the second lap.

"I knew it was going to be a long day and the course would take its toll



Brian Lawson was third AA at Salmon Run. He charged the pond crossing like a Yamaha tidal wave.

PHOTOS BY MIKE BERNIER

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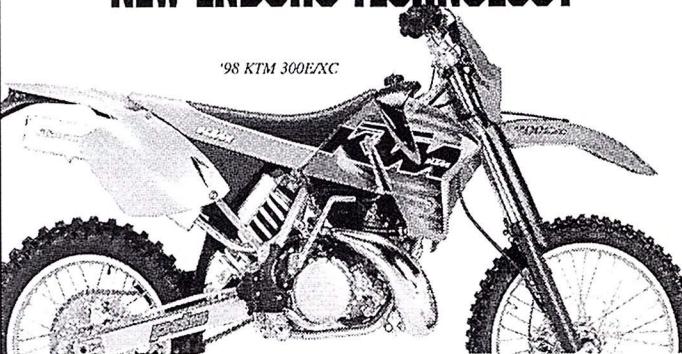
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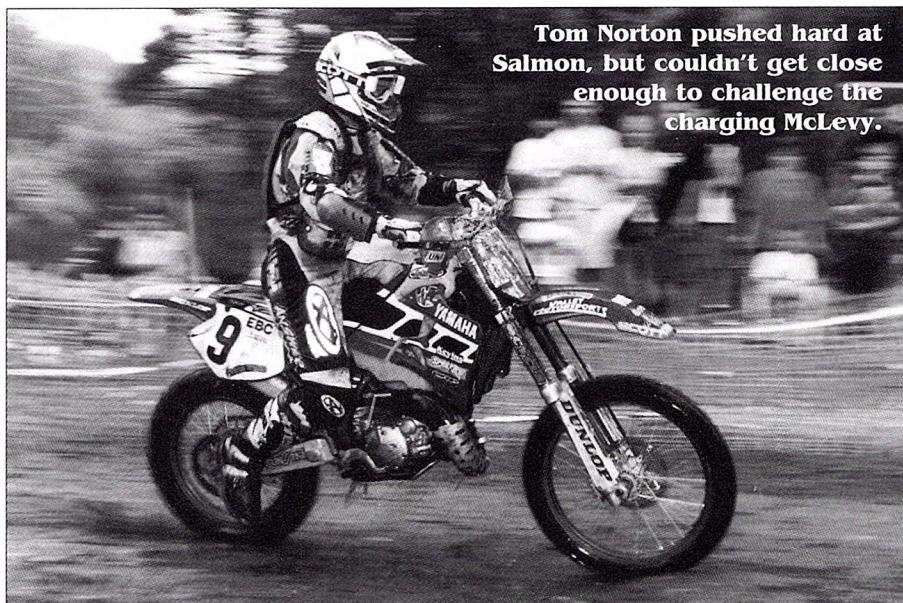


on everyone," said Panzella, who was riding a WR400. "I kept picking off riders each lap, two or three at a time, and on the final lap I just went for it. It must have been my fastest lap of the day."

Along with taking third overall for the day, Panzella also earned himself the Expert class overall. VMR/Spectro's D.J. Lis finished fourth overall and took first place honors in the Expert 250 class.

In the Mini class, it was Paul Dellaghelfa taking the early lead with 13 seconds over William Rowe. But Rowe soon put on the charge, passing Dellaghelfa shortly into the second lap. Rowe pulled away in no time, taking the class win with over 4 minutes on second place Scott DeCosta. Dellaghelfa fell off the pace taking third for the day.

At the Salmon Run, the Junior race was once again a runaway win with Nathan Kanney taking the class win. At Rocky Mountain, we had another story. Robert Langenback started on the second row but took the lead early on putting more than 25 seconds on second place Ryan Dellaghelfa by the end of the first lap.



Tom Norton pushed hard at Salmon, but couldn't get close enough to challenge the charging McLevy.

PHOTO BY MIKE BERNIER

But the race had just begun, and by end of the second lap, Langenback had Dellaghelfa and Thomas Sheehan knocking on his rear fender. The race came down to a photo finish with Langenback taking the checkered flag with just a second on Dellaghelfa. Sheehan ran into problems on the final lap and finished third down just more than a minute.

Ryan Sheehan took the Mini class win at Salmon with Rowe coming back into form and taking the win the following weekend. Brandi Vaughn took her first win at the Salmon Run, with Heidi Landon, the only rider in the Women's class to finish all four laps, dominating the field at Rocky Mountain. □

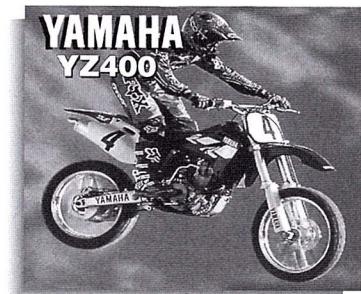
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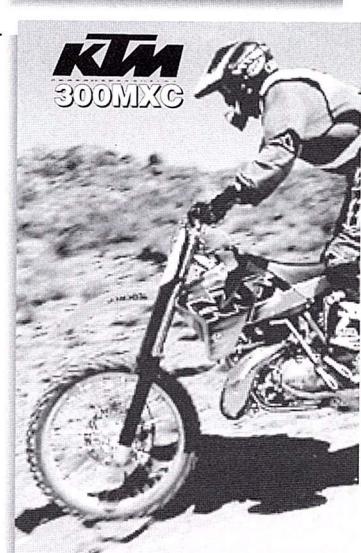
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NETRA Enduros Round 7, Berkshire Mudslinger

FAIR SHARE OF ABUSE

At Least They Let Most of Us Finish this Year

By Paul Clipper

Blandford, MA

The Berkshire Mudslinger is one of those NETRA enduros that you either dread heavily, or look forward to with masochistic glee. The Berkshire Trail Riders, known for an annual turkey run (the Triple B, also known as the Berkshire Ball Buster),

a junior enduro every year, as well as a number of club outings that usually cause some talk, likes to put on a *real* enduro for the New England crowd. They like to make sure that everyone gets their money's worth, and I actually doubt if they could hold their heads up high if word got around that one of their events was "too easy."

Take last year, for example. The 1997 Mudslinger gave everyone the chance to sample some of the finest forest trails in the region, and they're especially fine if you're on a trials bike or walking. The weather last year was very cooperative, up to a point. Weeks of warm, dry weather did the best it could to dry out the southern Berkshire trails, but a quick, soaking rain on the Friday before left everything just as slimy as normal and the more open morning half of the run still managed to take buckets of points from all but the best riders.

The afternoon loop was a treat for those who really crave abuse. Twenty-five miles of trail, a single checkout and a 24 mph average speed that was simply impossible. Most never saw the finish check—every one of the C class riders and all but three of the B riders ran over their hour well before the end. None of the affected like to admit it, but the truth is that only 19 of the A riders finished the run.

And on the outside, in 1997, it was a beautiful day. Warm, sunny, a little breeze blowing, beautiful Berkshire weather. Those of us involved in the death march to the finish thought it was kind of odd struggling so hard on such a lovely day.

This year it was sure to be somewhat different. With so many non-finishing last year the grumbling level was so loud that even the BTR could hear it, and they grudgingly admitted ahead of time that most riders might find it a little easier this year. Maybe.

Then too, the weather was much drier. The same mid-summer warm and dry days, but no rainfall immediately before to lube up the trails. Most of us were optimistic and shrugged off the memories of '97. The remote start caused some trepidation, though. Instead of starting everyone in the field, the club tacked a half-mile of free territory on the route sheet and started us on a rut-



Jason Cayer picks his way across a rock pile on his way to the overall win.

ted slope deep in a patch of woods. This prompted a fair amount of joking that the free territory was in there to make sure the only section of easy trail was cut out of the course.

But we were still optimistic.

They certainly started us right into the jaws of the beast. The first trails were somewhat tight and lacking rhythm, hacked out of the contours of the local hills, defying instinct with their twists and turns. Then too, it was obvious that last year's wet run had taken its toll, with small ruts here and there making the naturally rocky terrain even more interesting. It was not a good day for someone with worn-out tires, which I learned because I was one of them.

For the first section they ran us all over the woods in the Tolland State

Those of us involved in the death march to the finish thought it was kind of odd struggling so hard on such a lovely day.

Forest. The trail took us over Lair Mountain and through a variety of unnamed rock gardens. Keeping up the 24 mph average was out of the question, even for the best. Hans Neff and Jason Cayer (both KTM riders) set the stage for a showdown early on, when they missed tying each other at the first check by 1 second—Neff posted a 4:37, while Cayer scored a 4:38. Yamaha rider Jerry Madore came closest to the two, but still a full point off the pace with 5:27 and close behind him was Rick Claxton (CRE) with a 5:35.

In my class, the best time to beat was a 6, set by Jerry Randall, the perennial master of the Senior A division. Unfortunately, I came to the event interested in longevity-testing a front tire and found right away that I could have called it dead after Rhody. With six major rides on the poor thing, it was all it could do to hold the front rim off the ground, and Tolland's slippery rocks and roots were too much for it. In other words, I rode like a spode and dropped 11 points at the

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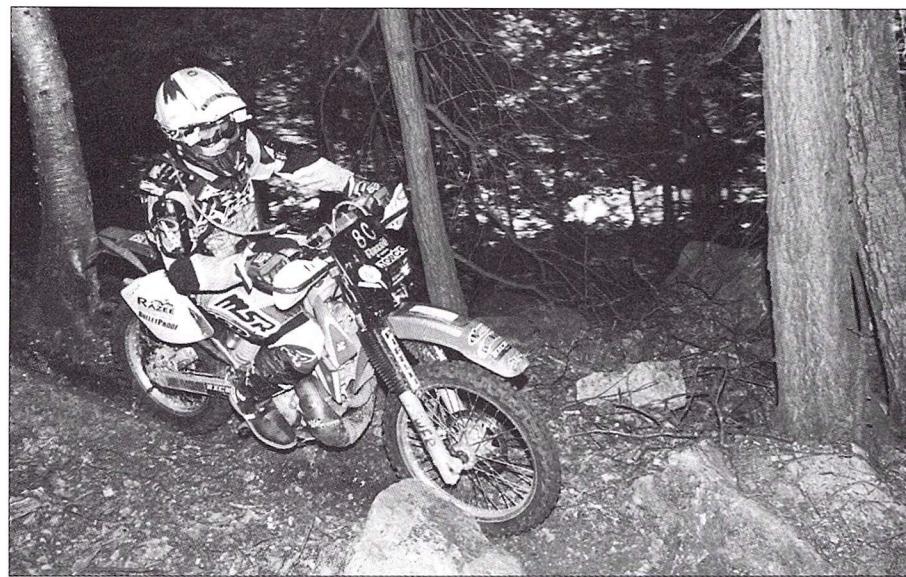


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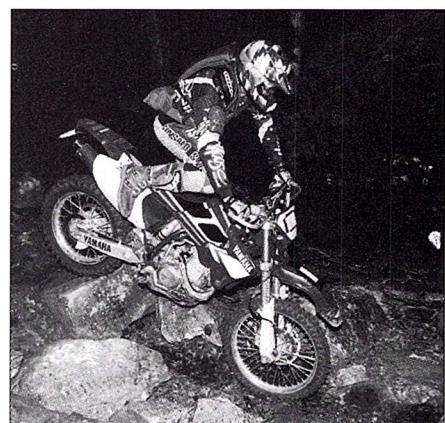
first check, effectively assuring I'd never see a trophy from this event.

A little bit of free territory and an honest check-in put us back into the tight woods for a longer section leading up to the gas, and Cayer once again proved he knew what he was doing this day. Jason nailed a 5 on the check-out, a full point better than Neff, Claxton and Madore, who all scored 6.

The AA battle aside, there were some other great scores brewing, most notably by the eventual High Point A winner Dave Carlson Jr. Carlson blazed through the first section on his CR500 (Dave's a big guy!) with a 4:55, joining the elite ranks of riders scoring less than 5 at the first

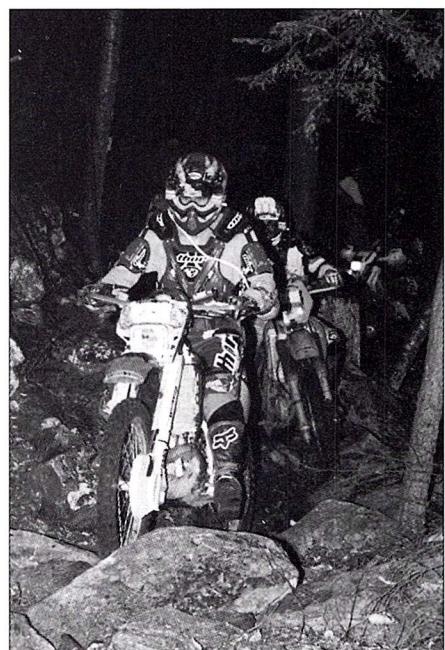
check. He slid right into the second check-out with a 6-point score, putting himself on the same playing field as the AA riders. In comparison, B Veteran rider Marty Griff dropped a 6:16 at the first, and 9 at the second, setting the best B class scores so far.

After the gas stop, we expected things to get more interesting. Last year, how quickly you got out of the gas stop had a definite influence on your final score, or lack thereof. If you dallied for a drink or a bite to eat and used up much of your layover time, you were definitely assured a spot among the DNFers. Keeping this in mind, most riders were hustling to get to the known control restart as soon as possible.



Above: B Veteran rider Bob Edwards kicks the back end a little too high on the pebbles. **Left:** Finding a smooth line is key. Hans Neff (1st, AA) shows how it's done.

PHOTOS BY JAY CHITTENDEN



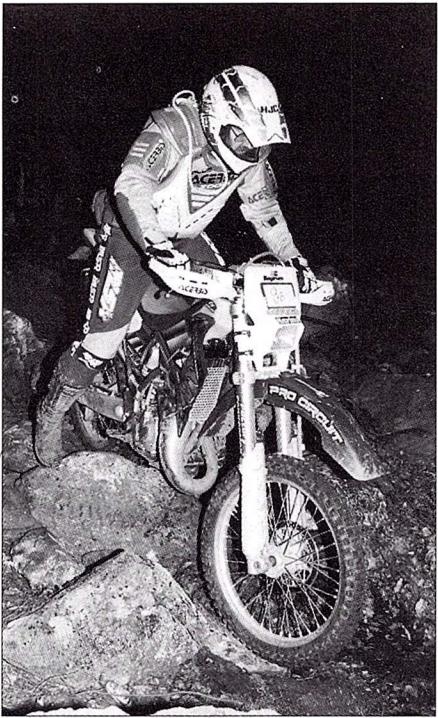
AA rider Bob White leads a freight train on a typical Mudslinger trail.

Most NETRA enduros are run under Brand-X rules, and in this rule system when you lose points at a check you assume that new number—if you started on 20 and you lose five points, you're now riding on 25 and back on time. This way the scores run check to check, but you're still only allowed a 60-minute late limit before you hour out; so when you roll past minute 80 on the flip cards (assuming you're on minute 20), you're done for the day. However, if the clubs use a known control restart after gas—and most do—you are allowed to move up to your original minute when you leave the KC, or as close to it as you can get, thereby getting back some of

PHOTOS BY JAY CHITTENDEN



The Ledges section is popular with the spectators, but not so much with the riders. Jeff Picard (L) looks for a line around Rick Sagun.



B Senior rider Al Walker tiptoes his YZ through a tight spot. Watch that pipe!

your late allowance.

My partner and I left the restart as soon as we could, gaining at least ten minutes on our former losses, and hustled off down the trail at the top of our minute. This is where enduro riding really gets dicey—in the beginning of this loop it was easy enough riding that you could get just a little early, which gets you thinking that the club just might pull something sneaky and try to burn you. We soon came to the Ledges section, a short, nasty rock garden cliffside above the Farmington River, and knew right away that we were through being early.

Fortunately they were running the Ledges section in the "easy" direction this year. The section is a short piece of two-track wide path that was hastily blasted out of a rock face earlier in this century and never really developed any further. It is studded with huge granite boulders and nasty little ledges and from the other direction you have to negotiate a short climb to even get on to it. Our direction was the downhill way, and the first thing my minute-mate did was crash right in front of me, which steered me onto an unusual line that was as smooth as a baby's rump, as chance would have it. I saw my opportunity to get a couple of points on him and scurried off down the trail, thinking "don't screw

up, don't screw up." Two hundred yards down the trail I came to a split, and without thinking much about it I took the uphill option and watched the arrows head the other way. Thinking the trails joined again at the top of the hill I pressed on at a break-neck pace, watching over my shoulder for Bob and his CR. He wasn't there, but a giant tree across the trail was and I soon became close and personal with it when the bike high-centered on the way over.

It's one thing to be lost, and yet another to be stuck and lost, so when I saw the right trail through the trees about 50 yards to the left, I decided to cut my losses and blast over to it.

It always seems easier when you haven't dropped into gear yet. There was no trail, and in short order I found myself stair-stepping down a ledge outcropping covered with leaves and moss, and threading the bike through nasty little saplings. I lost about a quart of sweat but kept it

upright and jumped back onto the correct trail about four bike lengths behind Bob. Advantage: zero.

The check-out stung us each for 7 points and change, but the leaders did the section much faster—of course they probably didn't fall, didn't take the wrong trail and didn't do any bushwhacking, so they missed a lot of the fun. Cayer was once again the guy to beat, nipping the check-out two minutes and 11 seconds past his minute. Jerry Madore came the closest to him, with 2:33 and leading a pack of 2-pointers. Rick Claxton set a 2:40, Hans Neff a 2:48 and Dave Gunn, fresh from the GNCC battles, scored a 2:58 on his Manchester Honda KTM.

It was looking like Cayer was walking away with it, but there was still that final section to be covered. This year, the route sheet showed about 18 miles for the final nasty bit, down from last year's 25, and the really smart part was that the club decided to drop a check in the middle of the section. Last year there

Berkshire Mudslinger Class Results

Overall High Point		2. B. Sironen		KTM 25		3. J. McGrath		Hon 76	
Jason Cayer	KTM 14	B Bantam	1. M. Beauregard	KTM 29		4. G. Razee		Hon ck.7	
High Point A		2. A. Fabiano	KTM 31			C Bantam		Kaw 39	
Dave Carlson	Hon 14	3. D. Harris	KTM 32			1. R. Bogle		KTM 40	
High Point B		4. J. Picard	KTM 33			2. S. Petriño		Kaw 45	
Martin Griff	Yam 26	5. J. Larrabee	KTM 33			3. B. Stadig		Kaw 47	
High Point C		B Light				4. R. Mostowy		Kaw 47	
Scott Harrington	KTM 31	1. J. Robertson	Hon 27			5. H. Landon		Kaw 47	
AA		2. J. Cardozo	KTM 29			C Heavy			
1. H. Neff	KTM 15	3. L. Silva	Kaw 32			1. J. Grischuk		Yam 60	
2. J. Madore	Yam 15	4. E. Dahl	KTM 39			2. G. Howe		Suz 64	
3. R. Claxton	CRE 16	5. J. DeSimone	ATK 39			3. J. Schneider		ck.4	
4. P. Milliken	KTM 19	B Heavy				4. E. Jarvas		KTM ck.2	
5. D. Gunn	KTM 21	1. T. Mazur	KTM 27			5. B. Coney		Hon ck.2	
A Senior		2. P. Vanryswood	KTM 35			C Light			
1. J. Randall	Yam 22	3. P. Armstrong	CRE 37			1. C. Bitgood		CRE 47	
2. I. Witkop	KTM 29	4. A. Pepin	KTM 38			2. T. Baker		Yam 53	
3. J. Stoddard	KTM 34	5. A. Beldotti	KTM 42			3. J. Volpe		83	
4. B. Johnson	Kaw 38	B Veteran				4. P. Mille		Kaw ck.7	
5. P. Clipper	KTM 38	1. D. Dugas	Kaw 28			C Four Stroke			
A Bantam		2. J. Silva	KTM 33			1. J. Green		Kaw 39	
1. P. Tanner	KTM 21	3. R. Smith	CRE 33			2. D. Oram		Yam 50	
2. M. Peristere	Yam 28	4. S. Ogden	KTM 33			3. C. Maccichie		Yam 56	
3. D. Olsen	KTM 33	5. E. Manley	Yam 37			4. J. Bennett		Kaw 64	
4. D. Szlachetka	KTM ck.5	B Four Stroke				5. L. Phillips		Hon 85	
A Light		1. C. Morin	Hon 31			C Senior			
1. K. Stewart	Hus 17	2. J. Considine	Yam 31			1. H. Cardozo		44	
2. S. Fastert	Suz 22	3. R. Sagun	Hon 39			2. J. Fluckiger		KTM 44	
3. M. Nash	CRE 22	4. P. Nault	Hon 44			3. C. Kennedy		Suz 47	
4. J. Cooney	Hon 23	B Senior				4. M. Rivard		Kaw 49	
5. J. Kelly	Hus 27	1. B. Foster	Hon 35			5. K. McKenzie		KTM 52	
A Veteran		2. B. Kamay	Kaw 37			C Veteran			
1. G. Wurlitzer	Hon 21	3. R. Pratt	Kaw 39			1. N. Destito		KTM 39	
2. F. Goldberg	Hon 24	4. A. Walker	Yam 40			2. J. Simmons		KTM 45	
3. K. Held	Suz 24	5. D. Mathisen	Hus 45			3. D. Schucht		Suz 47	
A Four Stroke		Super Senior				4. S. Neveu		Hus 47	
1. B. Drummy	Hon 19	1. K. Goodell	CRE 34			5. M. Ceravolo		Kaw 51	
A Heavy		2. P. Lussier	KTM 40						
1. J. Mitchell	Hon 20								

was no middle check and the bulk of the riders couldn't get to the finish within their hour. This year we'd at least have one more check score, plus the shorter length might help us make the finish check.



Bob Kamay (2nd, B Senior) on a short but smooth piece of trail.

As I said earlier, the section is all rideable; the trouble comes from the 24 mph average. If you had your druthers, you'd druther ride it at 8 to 10 miles per hour. And, if you're a little tired, trying to go faster than that is real work, along with the fact that the trail is so tight and tricky you can't make a mistake without getting all tangled up in your bike, the rocks, the laurel bushes and everything else along the way. Personally, I lost a lot of interest in fighting my balding front tire and started backing off big time, but I still managed to match Bob's score of 7 into the middle check. The fast guys were all doing 3s, except for Jerry Madore who really drew into his second wind and knocked out a 2 into the check. Cayer, Claxton, Gunn, Neff, Jim Burns (Hbg) and Paul Milliken (KTM) all dropped 3s.

A number of other A class riders collected 2-point scores into this check, which was the eighth check of the enduro. Dave Carlson dropped a 2, moving him right on Jason Cayer's tail and giving him back a point he gave to Jason at check 4. This put them both at 14 points so far, with Cayer having the advantage in



Veteran NETRA rider Kemp Stewart hammered his Husky to first in the A Lightweight class.

tiebreaker seconds. Other riders with 2-point scores were A Lightweight riders Mike Nash and James Kelly, but Kelly's score was a burn!

The final section began after a quick trip down a gas line and then into the infamous Barber Camp. The trail in

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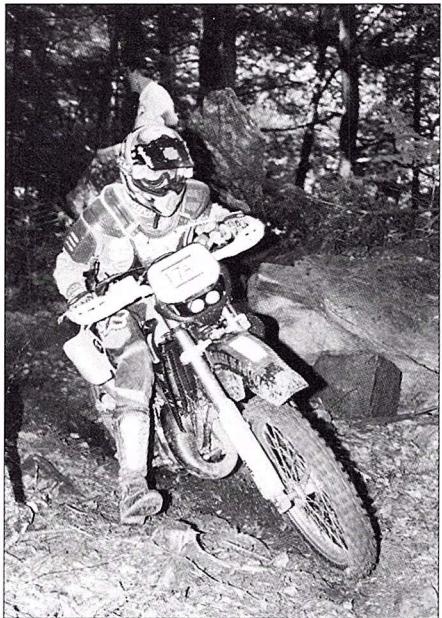
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here is tight, rocky, slimy most of the time and unrelenting. It would be a fun hiking trail, but for most of it a wheeled vehicle is a liability. Everyone attacked in this section and it may have made a real difference in the overall and some class outcomes.



Overall contender Jerry Madore rips through a slot in the rocks.

except for one little problem. Apparently a number of riders found a shortcut that gave them a huge advantage at the check-out, and to rectify the problem the club opted to throw the final check out of the scoring.

With the final check gone, the scores stood as they were at the eighth check, with Jason Cayer just narrowly beating Dave Carlson Jr. for the overall. Both had 14 points showing and Carlson had 44 tiebreaker points more than Cayer. This was still good enough to give Carlson the High Point A trophy by a wide margin. Second AA and third overall went to Jerry Madore, who finished with a 15.

Martin Griff went on unchallenged in the B Veteran class, finishing with a 26 and the High Point B trophy. The C class High Point was nailed down by Scott Harrington, who finished up with 31 points, a fine score for the class.

It was a beautiful day and a good ride, much more forgiving than last year and a lot more satisfying, especially if you finished without houring out. It looked like the Berkshire Trail Riders got better than 75 percent of the C class riders to the finish, and



PHOTOS BY MARK BAER

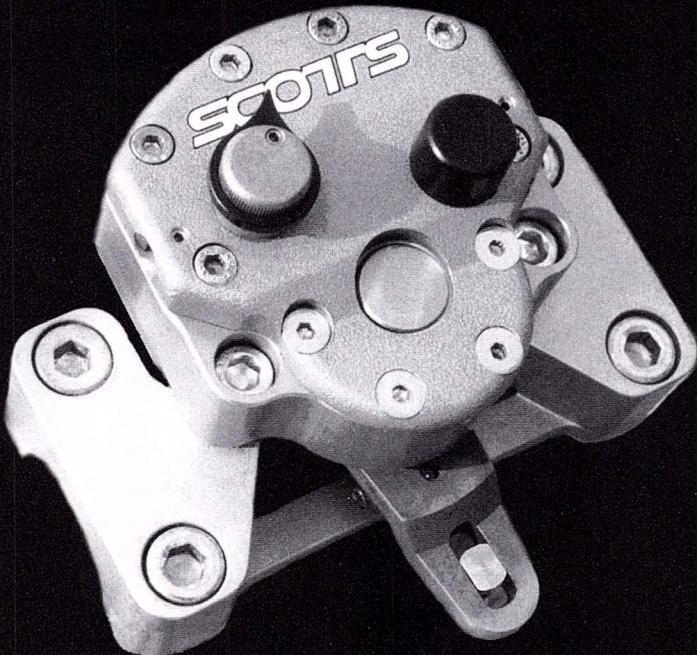
There wasn't much mud, but Tim Baker (2nd, C Lightweight) is finding it.

that's quite an accomplishment for the club.

They must be getting soft. If they keep it up, everyone will be looking forward to this ride in '99. We've got one tip for you, though: use new tires. You won't be sorry. □

Need We Say More?

Mike Lafferty
Ty Davis
Randy Hawkins
Destry Abbott
Scott Plessinger
Steve Hengeveld
Tommy Norton
Dick Burleson
Doug Blackwell
Johnny Campbell
Ricky Johnson
Scot Harden
Tom Webb
George Waller Jr.
Josh McLevy



Larry Roeseler
Matt Stavish
Donny Book
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TAKE A SECOND LOOK

Husky TE410 Update On The Trail With The Italian Stallion



Text and Photos by Mark Uth

A few issues ago we ran a thumper shootout that pitted the Husky TE410 against KTM's 400SC. As you'd expect, much of the story was dedicated to comparisons of major systems (motor, suspension, etcetera) between the two, rather than an in-depth analysis of either. Since then, we continued to ride and race the TE410 for a couple of more months in a variety of terrain and conditions. Over the duration we've learned a lot about this Italian stallion and offer this recap and collection of tips which, due to space constraints and timing, didn't fit into our previous story.

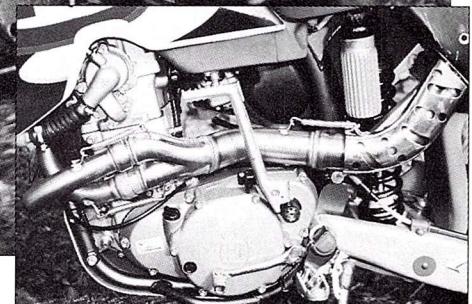
Setup

Our first order of priority was to remove the pricey Husky instrument cluster, and rewire things so that headlight, taillight and kill switch functions were retained. See the sidebar and simplified wiring diagram for specific directions. Regarding the

instrumentation, both the speedometer and non-resettable trip odometer read in metric units (kilometers), which won't help much unless you're some sort of math wiz. However, they will get you through inspection, should that be in your plans. Fortunately, the stock speedo/odo drive and cable works fine with a standard odo head from a late model KTM, Yamaha, etc.

In our earlier story, we mentioned that the stock steering stop severely limited the TE410's turning radius. We fixed this by grinding approximately $\frac{1}{8}$ -inch off each side of the steering-head-mounted bracket using a small wheel air grinder.

Two specific areas need attention to prevent small sticks and brush from fouling things up. First, we fitted the shifter with a brake snake. In low brush the TE410 shifter really collects twigs and, for that matter, so does the front caliper. We fitted an Acerbis front disk cover to the Marzocchi fork, to keep debris out of the



Brembo caliper, which always manages to pick up some lumber and jam it between the caliper and rotor, causing troublesome wheel dragging. The disk guard kept our electronic odo pickup safe and sound to boot.

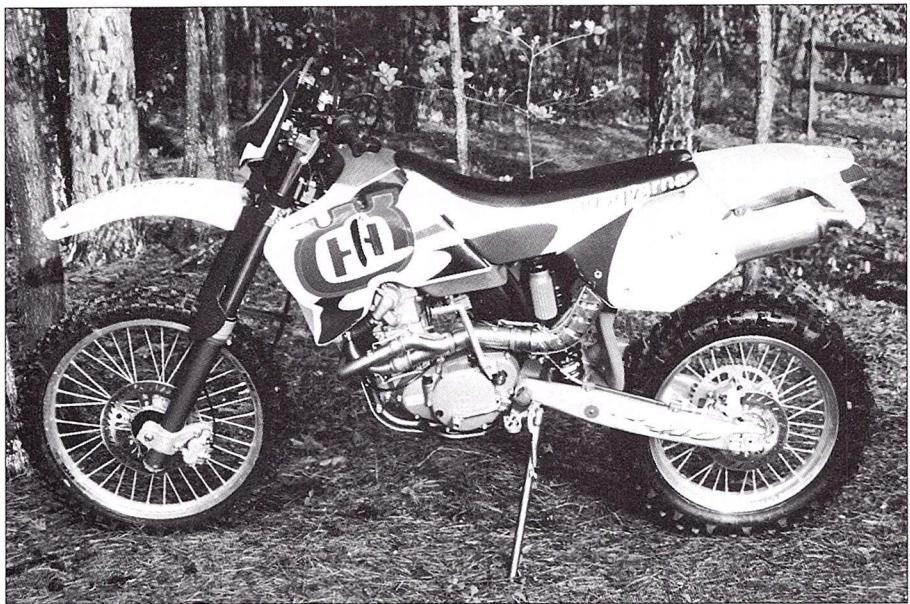
Husky factory racing thumpers have more holes drilled in the side-mounted airbox for better breathing, a ticket for better top end when it's dry. However, the side-mounted airbox, drilled or undrilled, can be a liability in deep water crossings. We taped up the lower air inlets when

playing in puddles and noticed a significant decrease in top end rev.

Maintenance

The TE410 comes with numerous features that ease various maintenance chores. There's a clutch cover oil level viewing window, magnetic drain plug and owner serviceable oil screen (versus a throw-away oil filter), all of which ease transmission oil changes. However, oil changes are complicated somewhat by an oil line that connects to the bottom end through the oil drain plug. In order to drain the oil, the banjo bolt that secures the oil line must first be removed.

Additionally, this oil drain plug/oil line assembly protrudes dangerously beyond the protection of frame cradle and skid plate, begging to be sheared



off in the rocks. We never did mash the thing, however, we dealt some serious blows to the stock aluminum skid plate and clutch side cover at the Rhody National. The skid plate held up pretty well, sustaining a few good-size dents.

However, the clutch cover wasn't so lucky, as a lower clutch cover retaining screw was torn out precipitating an nasty oil leak from the hole. This was fixed by pirating a fastener from the top of the cover (to no avail, we DNF'd anyway). The stock skid plate is worth its weight in gold, but must unfortunately be removed for cleaning, lest 10 pounds of dirt and mud remain trapped between it and the motor. Fortunately, it bolts up nicely using M6 socket-head fasteners that screw into dedicated threaded tabs welded to the frame.

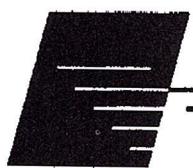
The seat is fastened using a single quarter-turn dezus fastener, which would ordinarily make for tool-less air filter changes (like on Husky two strokes). However, the side-mounted air filter cannot be accessed without removing the right side cover and air box lid, which are secured by four M6 fasteners.

Brake pad changes, front and rear, can be accomplished without wheel removal. This is good because you'll be changing those stock Brembo rear pads plenty often.

Motor

The TE410 power plant is still the sweet pill of this package. Since our Euro shootout, we've had the opportunity to ride the Husky and a Yamaha WR400 back to back. Our quick and dirty comparison finds that the WR400

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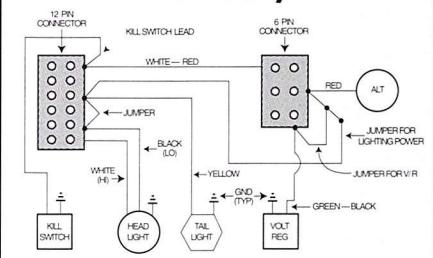
bajadesigns

stalls easier (cough-and-die-type stalls) but starts much easier when hot (magic button).

The TE410 is an easier cold starter, but occasionally gets finicky when cooking. Powerwise, our stock (read: choked) WR400 revs beaucoup faster than the TE410, and once unplugged, it easily makes more top end. However, the TE410 still has that magical low end grunt championed by Honda XR enthusiasts everywhere. For trail riding it's a no brainer—gimme the low end grunt. For racing, however, the jury's still out.

One snafu we ran into with the TE410 motor was with the clutch cable routing, which passes perilously close to the hot exhaust header pipe. A Motion Pro Terminator-type clutch cable routes down the frame front down tube, held in place by several zip ties. Sometime during the Rhody enduro, these zip ties parted, allowing the cable to rest against the header pipe. This soon lead to a catastrophic failure of the cable, as the plastic

'98 Husky



carcass melted allowing the longitudinally wrapped cable housing to flex. No clutch action to be had from there on in. Be sure that the clutch cable routing is tight; a couple of extra zip ties sure wouldn't hurt.

Suspension

Our summer fun in the rocks with the TE410 could certainly be described as the school of hard knocks. Still great for the higher speeds and bigger hits typical of the sand lands, Rhode Island taught us that the 'Zoke Magnum fork will need attention for New England and most any other rock-infested riding venue. Rhody also did-in the left side fork seal (no surprise here).

We've learned a lot more about the Sachs shock since our initial write, too. Our conclusions: valving is good, but the shock compression adjusters are a major pain in the arse (pliers needed to turn). Hard riding also gets the shock cooking, so plan on changing your shock oil early and often to combat oil failure-related fade. □

How to Eliminate the '98 Husky Instrument Cluster

Remove the headlight shell and unplug the head lamp power plug. Unplug all of the connectors (two each, one 12-pin and one 6-pin) that are snapped into a stamped steel mounting plate that connects the instrument cluster to the triple clamp. Push the female ends of these connectors out of the mounting plate and let them hang. The other ends go with the multifunction switch and ignition switch as these parts are removed. Don't just cut off those connectors, since you might want to replace the instrumentation before selling the bike. Remove the multifunction switch assembly from the handlebar by loosening the Phillips-head fasteners.

The instrument cluster mounting plate is sandwiched between the triple clamp and handlebar mounting clamps. Unfasten the handlebar mounting clamps from the triple-clamp by removing the M10 (17mm head) retaining nuts on the bottom of the top triple-clamp. Lift off the handlebar and clamps and slide out the mounting plate which, after disconnecting the odo cable, allows the instrument cluster to be removed. In this state, with everything disconnected, the ignition will still fire; however, there will be no kill switch function, nor will any of the lighting work.

If you want to reconnect lighting and kill switch functions, then you'll need a couple of handlebar mounted switches and some jumper wires. To restore kill switch function, a two-wire kill switch works easiest because the Husky's handlebar is insulated from the frame ground by its rubber shock mounts. Using the two-wire switch, connect one wire to the white/red striped wire that goes into both the 12- and 6-pin connector. The easiest way to accomplish this is by using crimp-on male end connectors that will individually plug into the connector (splices are another option). Connect the other end of the kill switch to a convenient ground (somewhere on the triple clamp) or to the blue ground wire that is found in both the 6- and 12-pin connectors. If you have only a single-wire kill switch, it can still be used as long as a ground wire is run between the handlebar and the triple-clamp and some paint is scraped off the handlebar beneath the kill switch.

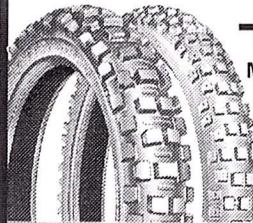
Reconnecting lighting is a similar drill. Some sort of handlebar-mounted on/off switch is needed. If you plan on reconnecting only a single beam, then a single position (two-wire) switch will suffice. For high- and low-beam functions, a two-position switch (three wires) will be required. Accessory power is provided via the red wire within the 6-pin connector. Connect your headlight switch power-in lead here. The power-out leads of your lighting switch go to the headlight plug's high- and low-beam input, which are the black and white wires in the 12-pin connector.

The third terminal in the headlight plug is a ground, so run a lead back to the frame or triple-clamp from here. It's essential that the voltage regulator be reconnected, otherwise headlight bulbs will fry in short order. The voltage regulator connects to the 6-pin connector via a green and black wire; jumper this to the red accessory power wire.

If you're only planning on a single-beam headlamp, then the taillight hot lead (yellow wire in the 12-pin connector) gets connected directly to the headlight switch output lead, the same as the headlight beam. However, a high/low beam setup complicates things somewhat. You'll either need a double-pole headlight switch to keep things separated, or you can simply hardwire the taillight so that it's on whenever the motor is running. Accomplish this by jumping the yellow wire from the 12-pin connector directly to the red wire in the 6-pin connector. For that matter, the easiest solution yet is to completely forego any lighting switches and hardwire the headlight directly by jumping the black or white (high/low) wires (but not both) from the 12-pin connector directly to the red accessory power wire.

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TWO MORE FOR HOESS

The Champ Moves Closer to a Repeat

Speedsville Enduro

By Mark Uth

Round #13, Speedsville,
New York 8/16

Bromley Suzuki-sponsored Freddy Hoess continued his mid-season surge, claiming the overall prize at the ECEA Speedsville Enduro. The defending ECEA Enduro Champ dropped a mere 2 points on the day, zeroing 12 of the day's 13 checks en route to a seemingly easy victory. Hoess was the only rider to post 2 over a deceptively challenging IDR course, edging out a handful of 3-point scores carded by series rival Rich Lafferty, up-and-coming challenger Bill Atkinson and former ECEA champs Jack Lafferty and Mark Spence. Rich Lafferty stayed in the '98 series points hunt with a second overall finish, carding the best emergency points tally among those four riders.

While single-digit scores were common in the expert class, don't be fooled by the low scoring. The relentless Speedsville course rarely afforded a break, compelling riders to forge ahead or fall behind. Weather played



PHOTOS BY MARK UTH

Speedsville is the land of shale rock—always slippery. Rich Lafferty finished second overall.

a factor as well, as the hazy, hot and humid conditions took their toll on the field. Temperatures climbed quickly, with a daytime high that approached 90 degrees, contributing to many DNFs.

A two-loop event was laid out with the midday gas break located back at the start. Each loop covered some 40-odd ground miles, while traversing the rolling hills and lush Eastern mountain terrain common to this section of southern New York, just north of Binghamton (and a few miles west of Broome-Tioga MX park).

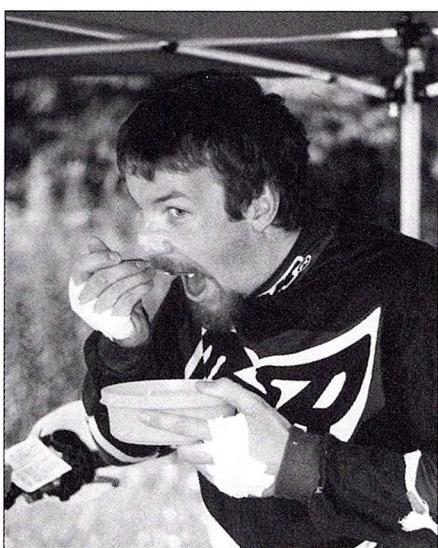
While relatively rock-free, Speedsville is unique in many respects. Rugged trails clinging to steep hillsides are scarred with weird undulations and chuck holes that could easily send you over the bars if you're not paying attention.

The morning loop was easily zeroed by top riders. A combination of fast trail and speeds none-too-demanding, the day's first two checks could have been burned by anyone casual about their timekeeping. The afternoon reran some of the morning sections,

in between which was sandwiched the day's most challenging section. It was in this section that the race was decided, a lengthy special test that snaked over some of the worst off-camber hillside in recent memory.

For the most part, the Speedsville trail was thoroughly parched, an uncharacteristic trait for these parts even in the driest of summers. However, in the deciding section, slick, rooty trail slowed many riders to a snail's pace as they were forced to negotiate angled tracks and elevation changes often obscured by interlocking spider webs of skinned roots. Up until this point, dozens of riders' scorecards still showed goose eggs, many even sporting zero emergency points. No one could keep up the pace over this terrain.

This season, however, Fred Hoess proved just a little bit faster than the rest, managing to complete the test with a 2/148 score, beating the flip of the card by 2 seconds and everyone else in the process. Rich Lafferty came in 20 seconds later, at 3/168, followed by Spence at 3/181. Jack



Catching a former ECEA champ at breakfast: Mark Spence enjoys a hearty bowl of Captain Crunch.

Speedsville Enduro, Class Results

Grand Champion		2. Richard Heins		KTM 8	B 125	1. Lewis Robbins	Yam 10	B Senior	1. Bob Hertel	Yam 16
Fred Hoess		Suz 2		3. Michael Crum	Yam 10	2. Aaron Kalisher	G-G 20	2. Mike Nolan	ATK 20	
High Point A		4. Rich Kline		KTM 14	3. Randy Loper	KTM 65		3. George Bressler	Hon 33	
Aaron Kopp		5. David Heider		KTM 15				4. Westly Hines	Suz 45	
High Point B		A Four Stroke						5. Giuseppe Bergami	Kaw 96	
Gerry Kitts		1. Mike McHale		Yam 7	1. David Moorhouse	Kaw 19		B Super Senior		
High Point C		2. Joe Wallace		Hon 8	2. Donald Curren	Kaw 28	1. Fred Najork	KTM 81		
Jim Green		3. Stephen Chapovich		Suz 8	3. Michael Adams	Yam 28	C 200			
AA		4. John Oechsle		Kaw 9	4. George Jensen	Kaw 40	1. Greg Calkins	KTM 41		
1. Rich Lafferty		5. Darrin Russell		Hon 10	5. Bob Martinez	Kaw 76	2. Alan Bopp	KTM 59		
2. Bill Atkinson		A Veteran					3. James McGonigal	Kaw 71		
3. Jack Lafferty		1. Richard Moyer		Suz 6	1. Chris Jordan	Hon 8	4. Claudio Gottardo	Kaw 145		
4. Mark Spence		2. Eric Koeller		GAS 6	2. Bill Gilbert	Yam 10	5. John Dragon	KTM 169		
5. Craig Shenigo		3. James Gunselman		Yam 6	3. Donald Bailey	Hon 13	C 250			
A 125		4. Scott Chapovich		Suz 8	4. Raymond McKown	Kaw 14	1. Josh Seidel	Hon 31		
1. Drew Smith		5. Mike Beeler		Yam 9	5. John Hammel	KTM 15	2. Tim Wrek	Kaw 73		
2. Dean Spencer		A Senior					3. Aaron Griffin	KTM 84		
3. Dan Nicoloff		1. Wayne Fontanazza		KTM 8	1. Terry Yengst	KTM 10	4. Jeff Couperus	Kaw 92		
4. Craig Copeland		2. Cliff Tenney		19	2. George Sigler	KTM 15	C Open: No Finishers			
A 200		3. David Barlow		Yam 13	3. Dennis Espinosa	Hbg 22	C Four Stroke			
1. Ed Hamilton		4. Chris Munson		Suz 14	4. David Hemic	KTM 27	1. Timothy Griffith	KTM 46		
2. Robert Mohn		5. Larry Barnes		KTM 22	5. Fred Perry	Suz 32	2. Christopher Huston	Kaw 54		
3. Joe Tavani		A Super Senior					3. Dweeb Brewster	UNK 68		
4. Steven Michalski		1. Scott Wolfsberger		Yam 7	1. Chris Crull	Yam 21	4. Robert McGregor	HUS 71		
5. Craig Seely		2. Jack Lafferty		KTM 19	2. Charles Sullivan	Hon 22	5. Chris Griebel	Hon 71		
A 250		3. Peter Parlett		Hon 27	3. Daniel Lyon	HUS 27	C Veteran			
1. Brian Russell		4. Bobby Agonis		G-G 34	4. Rob Comber	Yam 102	1. David Jennings	Hon 75		
2. Dave Faery		5. Bob Thompson		Kaw 37			2. Richard Stewart	Yam 93		
3. Bobby Solomon		Masters					Dual Sport			
4. Chuck Stapleford		1. Joe Galie		Yam 63	1. Michael Johncox	Suz 12	1. Daniel Williams	Suz 283		
5. Rob Aldokimov		2. Roby Hoover		Hon 105	2. Scott Gear	KTM 15	Women: No Finishers			
A Open		3. Sal Crocevera		HUS 118	3. James Aiello	KTM 15	Vintage: No Finishers			
1. Dean Spencer		4. Ed Baker		Kaw 235	4. Michael Muckelston	Kaw 22				
					5. Andy Thistle	Suz 32				

Lafferty and Atkinson carded 205 and 209 e-points at the checkout, respectively. Afterward there were two checks to follow in the remaining 25 miles, which were zeroed by nearly all top riders. No surprises; and with that, Hoess earned his seventh overall victory of the season.

After runner-up Rich Lafferty, Atkinson, Jack Jr. and Spence rounded out the top 5 overall slots, respectively. Aaron Kopp earned another

High Point A trophy, finishing seventh overall with a 6-point card. Runners-up to the HPA were a host of 6 scores posted by Rich Moyer, Ed Hamilton, Eric Koeller, Rob Mohn, Drew Smith and Bip Gunselman, filling the eighth through thirteenth overall seeds, respectively.

A TM-mounted Gerry Kitts earned High Point B honors—his 7-point card besting the 8 posted by second place Chris Jordan. In the novice class, Jim Green claimed the High Point C prize handily, piloting his Kawasaki to a respectable 19 score, easily outdistancing Greg Calkins' 41 card.

Beehive Enduro

By Mark Uth

Round #14

Mauricetown, New Jersey 8/30

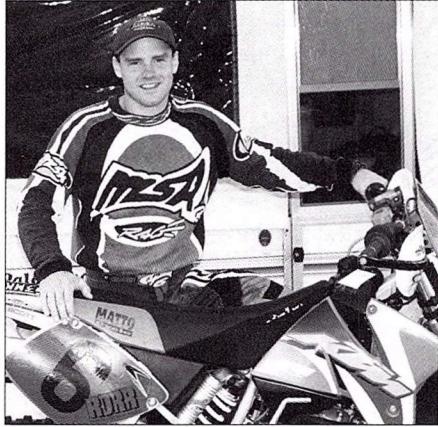
Fred Hoess saddled up his RM125 for a change of pace, but the smaller bike didn't change the results, as he earned another overall win at the ECEA Beehive Enduro. Hoess posted top scores in four of the day's five points-taking sections, in the process scratching out a one-point edge over runner-up Rich Lafferty.

Things didn't start out all that well for

the defending champ. In the day's first special test, his 3/184 score didn't even make the top three, bested by Jack Lafferty Jr. (3/173), XR250 mounted Kevin Bennett (3/179) and Rich Lafferty



Dave Maco rails a nice CDR berm on his way to the A Veteran class win.



Matto Cycle's Bill Atkinson is having a consistently good season, finishing third at Speedsville and fifth at Beehive.

Beehive Enduro, Class Results

Grand Champion

Fred Hoess Suz 11

High Point A

Frank Vanaman Ktm 15

High Point B

Steve Pfeffer Hon 17

AA

1. Fred Hoess Suz 11

2. Rich Lafferty KTM 12

3. Jack Lafferty Jr. Hbg 14

4. Kevin Bennett Hon 14

5. Bill Atkinson KTM 14

A 125

1. Ellis W Tomlin Suz 17

2. M. Dean Spencer Yam 18

3. Greg Davis Yam 20

4. Jacob Todd Hon 25

5. Craig Copeland TM 29

A 200

1. Ed Hamilton Kaw 16

2. Dale Hiles KTM 16

3. Eric Corbin Kaw 20

4. Joe Tavani Kaw 20

5. Rob Kirkpatrick KTM 21

A 250

1. Dan Sharpless Kaw 16

2. Chuck Stapleford Kaw 18

3. Mark Marszalek Unk 19

4. Scott Gribble Kaw 19

5. Bob Solomon KTM 20

A Open

1. Frank Vanaman KTM 15

2. Scott Devecchio Yam 21

3. Al Switzer KTM 21

4. Dean R Spencer KTM 21

5. John Walaszek KTM 23

A Four Stroke

1. Mike McHale Yam 17

2. Steven Larkin Yam 17

3. Bob Bennett Hon 18

4. Craig Cossaboon Yam 20

5. Lewis J Smith Jr Hon 20

A Veteran

1. Dave Maco Suz 17

2. Mike Beeler Yam 17

3. Ken Law Hon 19

4. Scott Chapkovich Suz 19

5. Eric Koeller Gas 20

A Senior

1. Clifford Tenney KTM 17

2. Stewart Crouch Jr. Hon 18

3. Kevin Kuenzner Kaw 20

4. Dave Barlow Yam 21

5. Chris Nolan Hon 22

A Super Senior

1. Scott Wolfersberger Yam 21

2. Jack Lafferty Sr. KTM 25

3. Tom Ebersole CRE 26

4. Bob Agonis Gas 28

5. Richard Trader KTM 30

B 125

1. Jerry Kitts TM 22

2. Lew Robbins Suz 23

3. Daniel Stoppi, Jr. Yam 23

4. Joe Marchesani Yam 25

5. Mario Depalma Suz 25

B 200

1. George Potts III Kaw 25

2. Kim Plummer Kaw 25

3. Nick Sotiropoulos KTM 25

4. Sean Tompkins KTM 26

5. William Hess Kaw 26

B 250

1. Steve Pfeffer Hon 17

2. David Nash Kaw 19

3. Mike Tavani Kaw 20

4. Bill Gilbert Yam 20

5. Giles Ryan Kaw 22

B Open

1. Rod White, Jr. KTM 24

2. George Sigler KTM 24

3. Michael Sharp KTM 25

4. Tim Gallagher KTM 25

5. Eric Aaroe KTM 27

B Four Stroke

1. Charles Sullivan Hon 22

2. James Bowen Hon 24

3. Rob Comber Yam 24

4. Scott Tellone Hon 25

5. Peter Burnett Hon 26

B Veteran

1. Anthony Sutton Kaw 22

2. Wade Johnston Suz 23

3. Steve Bromley KTM 23

4. Joe Dublas Kaw 25

5. Jeff Barker Kaw 25

B Senior

1. Eric Hartem Hon 25

2. Daniel Compton KTM 25

3. Joe Epperson KTM 29

4. Jack Lewis Hon 29

5. James Devlin Hon 31

B Super Senior

1. Jack Lurtsema KTM 30

2. Larry MacIntyre Yam 40

3. Bob Schmidt Kaw 46

4. Nick Iliff KTM 54

5. Tim Stibitz Kaw 56

C 200

1. Jay Rienert Kaw 28

2. Jack Williams Unk 29

3. Roger Wood Unk 29

4. David Kough Kaw 30

5. George Parker Jr Kaw 31

C 250

1. Mark DiPasquale Hon 28

2. Jason Campbell Yam 29

3. Chris Brown Kaw 31

4. Josh Seidel Hon 32

5. Donald Hought 34

C Open

1. Erik Wynters KTM 30

2. Charles Iliff Hon 31

3. James Riche Yam 44

4. Jan Bera KTM 53

5. Larry Finn Hon 73

C Four Stroke

1. Frank Brewster Yam 29

2. Mark Schleeweil Yam 31

3. Clifford Davis Hon 35

4. Elmer J Shelton Jr Hon 36

5. Marty C Heisler Hon 37

C Veteran

1. William Horseman KTM 30

2. Dave Harnig Suz 31

3. Paul Mourar Kaw 31

4. Donald Mercilliot Suz 33

5. Richard Stewart Yam 35

Women

1. Kathi Cambell Kaw 28

2. Jennifer Eyrich Yam 58

3. Angie Barr Gas 76

4. Merle Compton Kaw 81

5. Patricia Blair Hon 270

Dual Sport

1. Bob McKillips Suz 39

2. Richard Miller Hon 40

3. Steve Vollers Suz 65

4. Anthony Trupiano Yam 71

5. Robert Vollers Suz 83

Masters

1. Joseph Galie Yam 34

2. Robert Hoover Hon 45

3. Dan Van Driel TM 46

4. Len Rehatchek, Sr Kaw 69



PHOTOS BY JUNGLE DAVE



Dan Sharpless borrowed a KX to ride Beehive while his bike was awaiting parts, and wound up winning A250 and finishing tenth overall.

Fred Hoess was Grand Champion at both Speedsville and Beehive, riding in his usual no-compromise style.

(3/181). However, after this minor setback, Hoess got down to business. He posted section-best scores in the next two sections, and finally in the day's fourth points taker, beating the flip of the check card to get a near-insurmountable 1-point lead in the tight scoring contest. Fellow Team Bromley rider Rich Lafferty had an unremarkable day, remaining among the leaders in each test, but winning none outright. However, there is a reward for consistency, and in this case it was another second overall finish for Rich.

A whopping 358 entrants turned out for the Beehive event, the undisputed King of draw on the ECEA card. The club laid out a short sub-70-mile event for the day through easy whoop-free terrain in pine and deciduous forest. Trail conditions were none-too-tight, the worse obstacles being the braking bumps on later rows. Recent storms had dumped just enough precipitation in the area to reduce dust to a manageable level. Under this format, non-mechanical-



Former ECEA champ and Six Days veteran Kevin Bennett flogged his XR250 to a fourth overall finish at Beehive.

related DNFs were unheard of.

There were five short special tests planned for the day, none longer than 6 miles. Each was sandwiched by a check-in and check-out, with generous resets and free time contributing to an almost qualifier-like format.

Starting from the Mauricetown fire house, some 15 miles of connectors were used to ferry riders out to the meat of the course. Hoess fell behind early as a handful of riders carded 3s coming out of the day's first test, Jack Lafferty Jr.'s 173 e-points being the best time through. However, Hoess got back on track and made up some time in the next test, posting a section best 3/200, and sealed it at the check-out to



PHOTOS BY JUNGLE DAVE

Jack Lafferty Jr. continues to show that a two-stroke is no match for his Husaberg, finishing fourth at Speedsville and third at Beehive.

the day's longest points taker, check number 8. It was in this test that Hoess beat the flip of the check card by 3 seconds to get the edge over Rich Lafferty, who scooted in a mere 7 seconds later, yet carded the extra point.

Hoess and Lafferty again traded blows in the final test of the day, being the only two riders to negotiate the short, fast section at a one point loss. However, it wasn't enough to change anything; Hoess finished with an 11/531 score to win the grand

championship. Rich Lafferty finished with a 12/545 score, only seconds behind all day long, but that's what it takes in this race.

Multi-time ECEA champ Jack Lafferty led a trio of 14-point finishes to earn the final podium position. Slacker Jack pushed his Husaberg hard to edge out fourth overall seed Kevin Bennett by a mere 2 emergency points. Local boy Bennett has claimed more than his share of Beehive victories over the years. He remained in the hunt all day,

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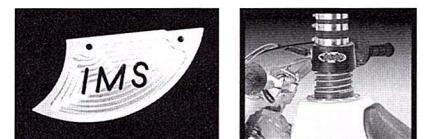
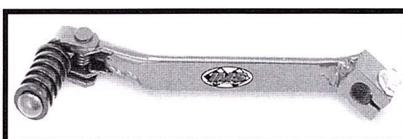
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but just couldn't thrash his XR250 ahead for the win.

KTM-mounted Bill Atkinson rounded out the top 5 overall, having what he would consider an off day. Atkinson couldn't overcome troubles in the first test, posting an extra point there, with enough e-points to drop him down in the standings to the fifth overall slot. Another local hero, Frank Vanaman, carded a 15 to finish sixth overall and earn High Point A honors. Runners-up to the HPA, each posting 16-point cards,

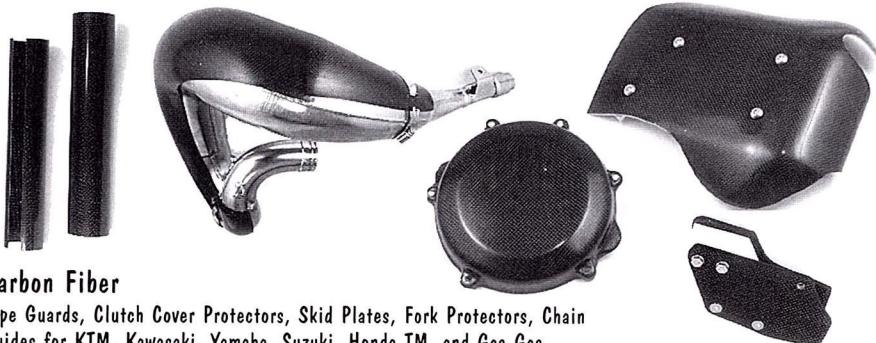
were KDX pilot Ed Hamilton, a rejuvenated Dale Hiles (aboard a KTM 200) and Dan Sharpless, who amazingly accomplished this feat on bone stock KLX 250. Hamilton, Hiles and Sharpless finished eighth, ninth and tenth overall, respectively.

The best B class scores came out of the 250 class. CR 250 rider Steve Pfeffer put up good numbers, finishing at 17 down to claim the High Point B trophy. Classmate Dave Nash piloted his KX250 to runner-up status while

dropping 19. In novice class action a pair of 28 point scores ruled. Jay Rienert pushed his KDX200 to the High Point victory, besting CR250 pilot Mark DiPasquale on emergency points, 1136 to 1160. Kawasaki Kathi Cambell also carded a respectable 28 to win a bloated Women's class (that's quantity, not size) that filled out with six women riders. The Masters class win went to Joe Galie who posted a 34-card while Bob McKillips won the Dual Sport class at 39 points down.

The results helped Hoess pad his points lead for the series enduro championship over rival Rich Lafferty. Hoess has put together quite the impressive streak as this season enters the stretch run, winning the last three ECEA overalls and never finishing worse than second all season long. Our current (unofficial) points tally has Hoess with a slight lead in gross points, 208 to 207. However, when accounting for throwaways, it's not so close, Hoess getting the edge over Lafferty 208 to 191. Hoess's problem (and Lafferty's opportunity) is that he has little room for error during the remaining six rounds. Having already used up his throwaways with a DNF at Reading and a DQ at Crossforks, he needs to continue to turn in good finishes (read: top Rich) to repeat as champion. □

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Mike McHale continues to romp on his YZ400, winning the A Four Stroke class at both events, and always challenging for High Point A.

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AMA/ACERBIS NATIONAL ENDURO SERIES:

FINAL ROUND

Lafferty Again Going Out With a Bang: Michael romps 'em in Michigan

By Brian Southworth

Indian River, MI 8/23

The final round of the 1998 Acerbis AMA National Enduro Series came to a close in what is becoming a very familiar scene: Michael Lafferty wins again. Lafferty, on his factory KTM-Shell Oil/Sunstar/Performance Friction/Moose/Arai/Trelleborg/Tech Tubes/Scott/Enduro Engineering KTM 250 bettered a very tough group of riders to win the last national enduro of the year with a smoking score of 21. Michigan's Blair Bersano was a touch off the pace in the first section and ended up second with a score of 23. 1997 National #2 Matt Stavish was third with a 25, Yamaha's Doug Blackwell was fourth with 26 and California's Pat Garrahan, New Jersey's Rich Lafferty and another local Michigan rider, Ron Scharporn, all tied with 27 and finished in that order.

The last National of the year was also the sixth round of the 1998 District 14 Enduro Series. Blair Bersano's second overall was good enough for the win in the district series. Bersano's win makes him the fifth different winner in the six races run thus far this year. Scott Luca, ninth overall at the national and third in District 14, is the only two-time winner this year. Bersano's win makes the race for the district championship a very interesting one, with only three races left. Ron Scharporn was seventh overall at the national, second in District 14 and continues to lead the series point standings with Scott Luca, Dave Lipovsky II and now Bersano within striking distance.

This year's last National Enduro took place in Northern Michigan, which is very unfamiliar to most riders; traditionally, Delaware has been the sight of the national final. With the I.S.D.E. in Australia taking place in November, the fans on the East coast will have to wait at least another



PHOTOS BY JAMIE LIPOVSKY

Mike Lafferty, wearing a flag from Pirates Cove miniature golf in Petosky, Michigan. Lafferty, Stavish, Blackwell and Garrahan all spent Saturday night playing miniature golf in their riding gear. Wacky bunch? You be the judge.

er year to close out the series on their home turf.

This year's race in Indian River, Michigan, was run using the format that Alan Randt used during the national on Drummond Island, Michigan, last year. No time equipment was needed. The race featured six sections of trail that were considered "special tests," with a restart at the beginning and a check-out at the end of each section. Free territory between sections ranged from 3 to 10

miles in length. The shortest special test section was 3.2 miles long, with the longest being 8.5 miles. No rider, not even event champion Michael Lafferty, was able to zero any section.

This type of format is similar to a qualifier in that you cannot be early at a restart and you race to the check-out. "The format is a lot easier to race with," said Mike Lafferty. "After each restart you just pin it to the check-out. No need to check your computer at all, just ride as hard you



Lafferty at work. Even though he had the points wrapped up, he still roosted his way to the overall win on Sunday.

can until the end of the section." Asked if he would like to race this way more often, Lafferty replied, "Yes I would, it's a lot easier for everybody and it's fun to race hard when you need to, then just cruise and have fun in the free territory sections."

The first special test section of the day started from the staging area under very cloudy skies. A major amount of rain the night before made it a little slippery for the first few riders, but we ended up with perfect traction for the rest of the day. The section was 3.2 miles long and Lafferty was the only one able to ride to a score of 1 in the section. Bersano had a few problems in riding to a 3—the majority of the fast riders such as Doug Blackwell, Matt Stavish and most everyone in the top 10 all went 2. A reset and then 11.1 miles of free territory would take everybody to the next special test.

A transfer section of 11.1 miles should have not been a problem for most, but the fitting on Mike Lafferty's hydraulic clutch line loosened up and he was riding without a clutch. The next special test was only 5.7 miles, but was the most technical section of the day. Most everybody Lafferty had beaten in the first section was spinning their wheels thinking they could make up the point advantage. Didn't happen. The end



Michigan rider Blair Bersano came closest to Mike Lafferty, finishing second overall.



Virginia rider Mark Spence ran in the top five all day, then blew his engine just miles from the finish.

result was the same as the rest of the day unfolded. Lafferty, riding without a clutch, went 5:11, Stavish was second with a 5:26, Blackwell with a 5:37 and Bersano a 5:54. Lafferty stayed on top, even without a clutch, and had the best time. In the next free section Lafferty fixed his

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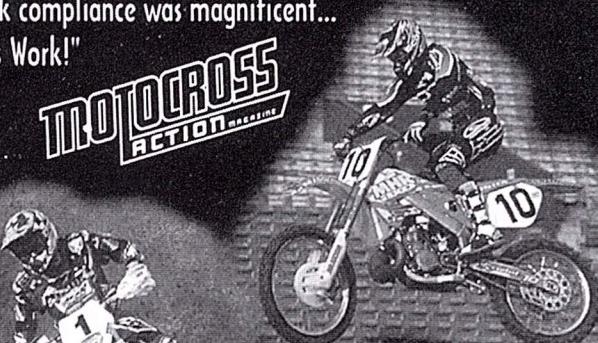


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clutch and no one topped him for the rest of the day.

After leaving the first gas stop, 8.5 miles of free territory took riders to the longest special test of the day. The third test section was 8.5 miles of tight and twisty singletrack. Not as technical as the other sections, but very tight in spots and very fast in others. Lafferty and Bersano both carded 4s, with Stavish, Blackwell and Pat Garrahan all with 5s.

The next restart was only 3.1 miles away, with a 5.3 mile race section to come. This section was the only section other than the first to have anyone score better than a 4. Lafferty and Bersano again set fast time, both with a 3. Again, Stavish, Blackwell and Garrahan were all a point off with a 4. A free territory section of 10.6 miles would take everyone into the second gas stop of the day and one more chance to get ready for the last two race sections. A check of the scores at the second gas stop had Lafferty on top with a 13, Bersano second with a 15 and Stavish right on his heels in third with a 16.

The last two race sections of the day, a 4.9 mile technical single-track section and the last 6.8 miles to the finish, were just about a carbon copy of the earlier sections. Lafferty went 4:19 and 4, Bersano with 4:52 and 4, Stavish 4:45 and 5 and had both Blackwell



Doug Blackwell finished fourth overall, and second in the standings for 1998.

Michigan National Enduro Class Results

Grand Champion

Michael Lafferty	KTM 21
A High Point	
Blair Bersano	KAW 23
B High Point	
Duane Lemoine	KTM 47
C High Point	
Michael Hubert	KTM 48
National AA	
1. Matt Stavish	Hon 25
2. Doug Blackwell	Yam 26
3. Rich Lafferty	KTM 27
4. Scott Luca	KTM 28
5. Dave Lipovsky II	KTM 28
200 A	
1. Ron Scharporn	KTM 27
2. Brian Lohman	KTM 30
3. Scott Bassett	KTM 35
4. Mike Sigety	Suz 39
5. Stephen Coombs	KTM 44
250 A	
1. Bill Atkinson	KTM 28
2. Ben Schafer2.	KTM 33
3. Rob McGee	Kaw 36
4. Steve Vollmar	Suz 37

Open A

1. Pat Garrahan	KTM 27
2. Todd Weaver	KTM 36
3. Neil Scharporn Jr.	KTM 39
4. Russ Norman	KTM 40
5. Kirk Tolly	KTM 50
Four Stroke A	
1. Aaron Barth	Yam 40
2. Jim Kalleker	Hus 43
3. Dave Hutchinson	Hon 45
4. Justin Conyers	Hon 46
5. Rodney Brown	Hbg 57
Veteran A	
1. Rick Claxton	CRE 35
2. John Love	Hon 35
3. Jeff Kirchner	TM 36
4. Jay Hall	G-G 37
5. Jim Benjamin	Kaw 39
Senior A	
1. Vic Flegal	Kaw 33
2. Dwight Rudder	Hon 38
3. John Farrar	Yam 38
4. John Rydquist	Yam 47
5. Jeff Kirkwood	KTM 49

Super Senior

1. Dick Burleson	KTM 32
2. Keith Radcliff	Hon 55
3. Cornelius Scharporn	KTM 58
4. Carl Scharporn	KTM 63
5. John Bombyk	KTM 65
200 B	
1. Jason Smith	Kaw 57
2. Steve Gruber	KTM 58
3. Aaron Adams	KTM 65
4. Brad Benjamin	Hon 140
250 B	
1. Russ Chester	Hon 48
2. Bryan Kryzanowicz	Suz 52
3. John Swoager	Yam 59
4. Wally Pannick	Hon 61
Open B	
1. David Vandecar	KTM 48
2. Eugene Frazier	KTM 50
3. Mark Markham	KTM 78
4. Jeff Freeman	KTM 226
Four Stroke B	
1. Scott Snell	Suz 51
2. Christopher Crull	Yam 57
3. J.R. Gines	Yam 59

4. Nick Zambon

5. Tim Ederer	Kaw 65
Veteran B	
1. Tom Glover	Kaw 48
2. Karl Stratz	Yam 55
3. Darren Blades	Kaw 59
4. Richard Spicer	Kaw 59
5. Mark Losey	KTM 88
Senior B	
1. David Scislowicz	KTM 55
2. Lance Larsson	KTM 61
3. Byron Kibby	KTM 61
4. Jerry Pekel	KTM 62
5. Keith Alexander	KTM 62
C Class (up to 29 years of age)	
1. Katie Campbell	Kaw 58
2. Jake Ederer	Yam 60
3. Spencer Krook	Kaw 60
4. Rick Belles	KTM 64
5. Nick Travis	Hon 64
C Class (30 years and older)	
1. Richard Laughlin	KTM 59
2. Kendall Westver	KTM 64
3. Gordon Robare	Hon 73
4. Tom Coughlin	KTM 82

and Garrahan going 5s at each check. Garrahan missed the first check with a 5:01.

So at the end of a very technical race, Lafferty won his sixth national of the year with a score of 21. After struggling with a 3 in the first section, Blair Bersano matched Lafferty check for check the rest of the day only losing out on seconds at each check and finished second with a score of 23.

The Northern Michigan National Enduro would also prove to have a bit of ECEA and NETRA flavor with Rich Lafferty, Bill Atkinson, Mark Spence and Rick Claxton all making the trip from the East coast to ride. Rich Lafferty was sixth overall with a score of 27, losing fifth to Pat Garrahan on emergency checks. Bill Atkinson was eighth with a score of 28 and Rick Claxton was fourteenth with 35. Mark Spence had a very good ride, until his bike locked up crossing a two-track in the very last section. A good score at the finish would have put him in the top 5.

The B-class Hi-point trophy was taken home by Duane Lemoine of the Upper Peninsula of Michigan, a 200 B-class rider. Dave Vandecar, in only his second enduro ever, was runner-up in the B-class. Lansing Cycle KTM rider Michael Hubert took home the C-class Hi-point trophy for the first time ever: Congratulations Mike. Jeff Monnin traveled all the way from Ohio to take second in the C class and Michigan rider Katie Campbell, who has been riding the C class instead of the Women's class all year, rode very well to finish third.

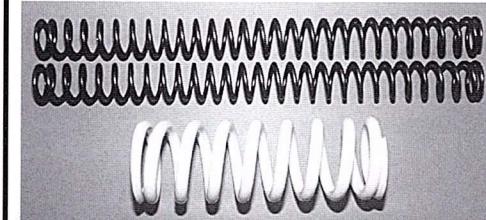
Almost all of the race sections throughout the day were run on private property. Alan Randt, Rob Howery and Rob Cook laid out the majority of the virgin trail. The amount of work put into the trail made for a very challenging enduro with short race sections and very fun free territory sections. Said race-winner Lafferty, "With all the rain we got Saturday night, I thought the trails would be very wet, but everything was perfect.

You could not ask for a better day. The race sections were short, but very technical and fun. Even the free territory sections were a blast to ride."

So this closes the book on another storybook National Enduro Series for Michael Lafferty: Win lots of races and another Series Championship, what could be better? How about a three-peat! □



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There shouldn't be any play at all. If your wheel moves side to side it's a sure sign that your wheel bearings are trashed, which is very common on the East side of the country. If you don't replace them at the first sign of trouble, all sorts of ugliness ensues. In quick order you could wreck your hub, bend your axle, or suffer a nasty crash if it's on the front wheel. On the rear, you could easily throw your chain and mangle your engine cases.

Getting Started

You obviously don't want to cause any of this expensive damage; fortunately, replacing wheel bearings is one of the easiest "major" jobs you can do on your bike. Wheel bearings are also relatively inexpen-

sive. They used to be downright cheap, but when bearings suddenly mushroomed in price in the late '80s, wheel bearings went along with the more exotic needle and roller bearings. You can buy new bearings from your local parts counter, or order them from a bearing supply house (such as Worldwide Bearings). Depending on your bike, you might save a fair amount of cash dealing with a bearing house and you won't be sacrificing any quality at all. All bearings have a common number, usually stamped on the grease seal or the edge of the bearing outer race. Take that number to the bearing man (or woman) and get fixed up.

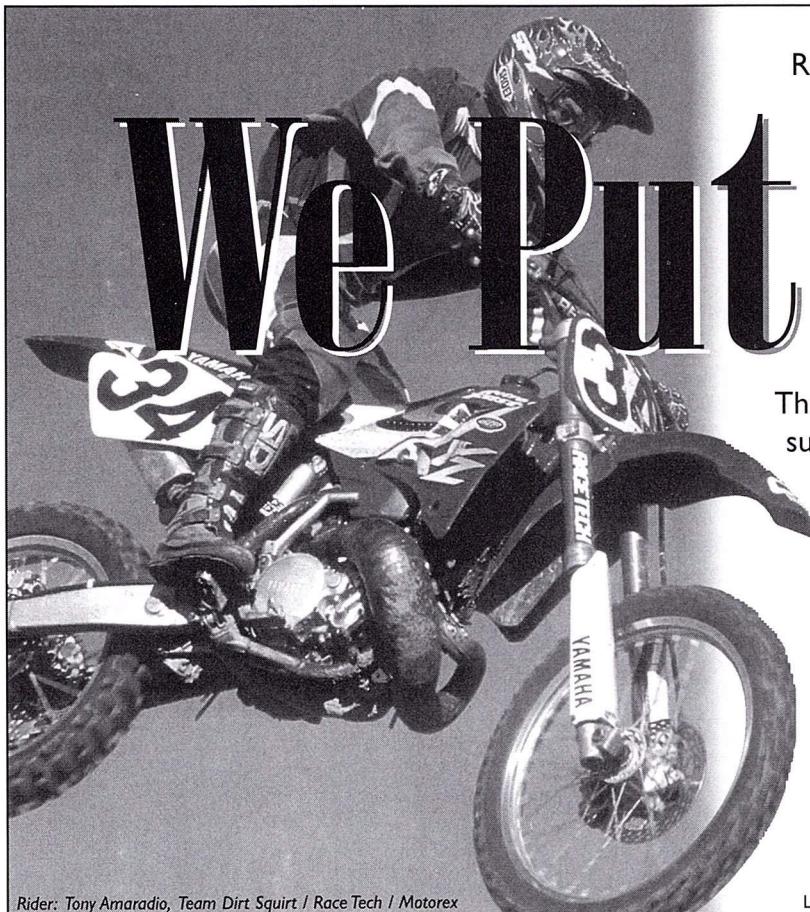
So with new bearings in hand, take the offending wheel off the bike and look closely at the inner hub. If you have a shop manual, do some research to get a handle on how your wheel bearings are held in. Usually there is a snap ring on one or both sides, and occasionally you'll find a wheel that's chock-full of snap rings. To get them out you need to run down to Sears and get a set

of snap ring pliers; they're going to last your entire life, so don't buy the cheap ones. A set will have different pliers for inner and outer rings, but you'll figure that all out when you go looking for them. If you already have the requisite tools, get to work.

Breaking It Down

The wheel we're dissecting has a dust seal on both sides. Before you do anything else, you have to pry out the dust seal. Some are easy, some are very difficult. If yours are difficult, plan on having to replace them after you completely maul them on the way out. You can ease things a little by getting out the propane torch and warming up the hub a bit. The seals in our wheel came out fairly easy with a little careful prying with a large flat-blade screwdriver, so we'll plan on re-using them.

There is only one snap ring in this wheel, on the sprocket side, so we'll pull that out with the snap ring pliers. The best technique is to compress the snap ring with the pliers in one hand and use



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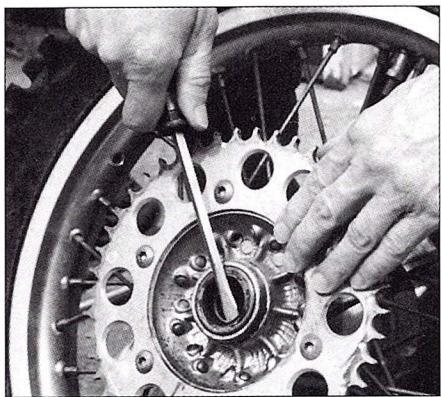
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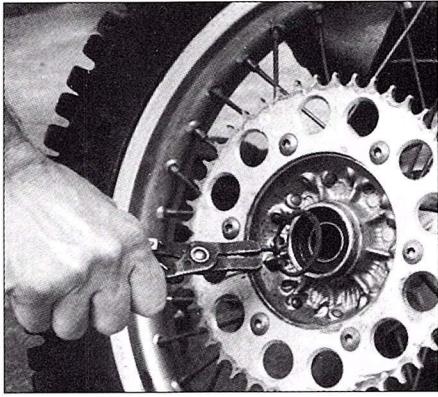
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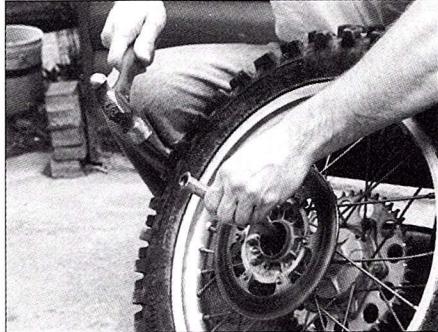
Rider: Tony Amaradio, Team Dirt Squirt / Race Tech / Motorex



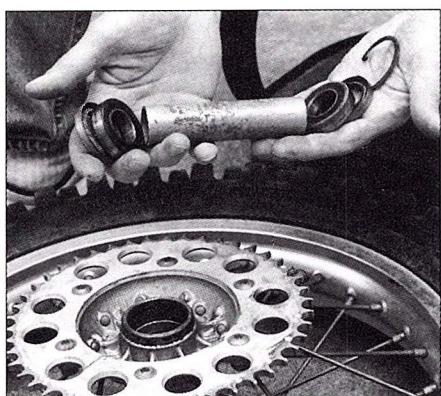
1. Clean everything up and pry the dust cap out of the hub. Be careful and you'll be able to reuse it.



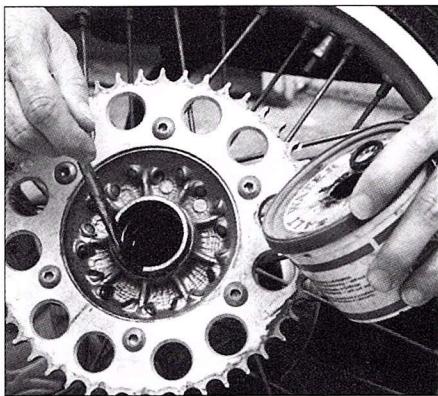
2. Most wheels have one or two snap rings holding the bearings in. Remove them with the proper tool.



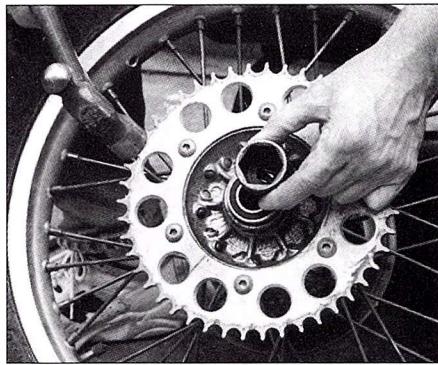
3. Using a piece of soft pipe, angle it through the hub to catch the inside lip of the bearing on the opposite side of the wheel, and carefully tap it out. Alternate top and bottom, side to side.



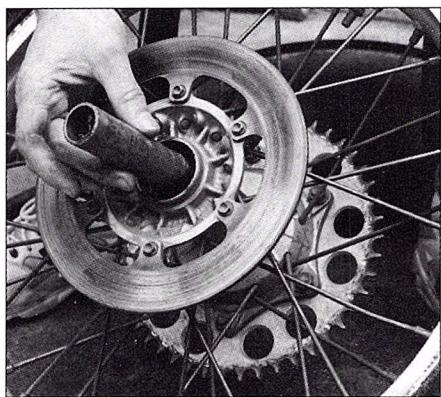
4. The order of parts in this particular hub: dust seal, bearing, spacer tube, bearing, snap ring, dust seal.



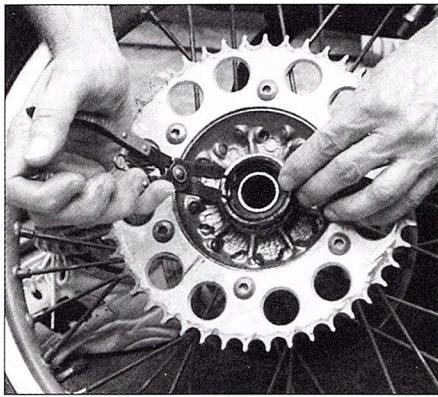
5. Clean the inside of the hub with an old rag, then coat everything with waterproof grease.



6. Tap one of the bearings in, working carefully with a bearing driver or an old socket. If you have a hydraulic press, you know what to do.



7. Flip the wheel around and drop the spacer in. It helps to keep it centered in the wheel with the axle.



8. Tap in the final bearings, then reinstall the snap ring. If the snap ring is chewed, get a new one.

your free hand to cup over the end of the hub just in case the snap ring decides to part company with the pliers. Of course, if you enjoy rooting around in the spider-infested corners of your garage for a previously airborne snap ring, you could just do it one-handed. It's also a good idea to wear safety glasses while you do this for the very same reason.

With the snap rings out of the way, it's time for the less-than-delicate job of

hammering out the old bearings. The difficulty of this step depends upon just how bad your old bearings are. If a quantity of balls and the inner race came out with the axle, you might have a little trouble hammering the outer race out of the wheel, just because you're trying to hit a smaller object. Normally, the bearing is intact and by carefully inserting a proper diameter piece of pipe (we're using a foot of galvanized conduit here, because it's soft

and won't immediately damage anything it touches) you can push the edge of the bearing spacer out of the way and get a bite on the edge of the inner race of the bearing.

It's a little confusing to try to explain this, but very simple if you look at the parts of the inner hub (photo 4). You see the dust seals, the bearings, the snap ring and a somewhat long tube. The tube is the bearing spacer and it just sits loosely in the center of the hub. When the bearings are a little sloppy, this spacer will easily move out of the way when you touch it with a drift pin or piece of pipe, allowing you to get at the bearing (on the opposite side of the hub, naturally). Tapping on the pipe with a hammer will start the bearing moving and by working your way around the edge of the race you can tap the bearing right out of the hub. Usually a little heat helps a lot, so you can warm the ends of the hub with the propane torch again. You don't want it hot enough to melt the aluminum, just barely enough for the old grease to smoke. Just heat it up enough to be hot to the touch and use the hammer to

move things along.

Once the first bearing is out, the second side is a breeze. Remove the bearing spacer, watch out for any inside snap rings and just knock the second bearing (or bearings) out of the wheel.

Some Assembly Required

When the hub is all empty, clean it out with a rag and brush the inside with new waterproof grease, like the Bel-Ray grease we use in the photos. The new bearings you use should have seals on both sides—they last the longest. One of these days we're going to try drilling and

tapping a hub and installing a grease fitting, just like the old English 10-speed bicycles. Then we'll use bearings with only one seal and install them to the outside. Then we'll be able to pump the hub full of grease and purge any water or crud after every muddy ride. Until we know if this even works, though, use the double-sealed bearings.

Getting the new bearings in is just a matter of pressing or hammering them in place and installing the snap rings to hold everything where it belongs. Most of us don't have a press, so the hammer method is the next best way. If you have

them, you can use a regulation bearing driver to put the new bearing in (and one of these days we're going to buy a set of bearing drivers—they're so cool). At the moment, though, we use an old well-worn inch-and-a-quarter socket that's laying around. Hold the flat side of the socket against the bearing and tap away, aiming the main part of your force against the outer race of the bearing.

Some go in easy, some don't. Once again, it usually helps to heat the hub a little with the torch—do not heat the bearings, it plays ugly with the grease seals.

When you finally seat the new bearing in the hub you can hear the sound of the tapping change and once the first side's seated you can install the snap ring and then flip the wheel over. Before you set the other bearing in place, please remember to drop the bearing spacer and any other related hardware into the hole. Some folks will slip the axle through from underneath to align everything and then drop the bearing on the axle and tap in from there. Whatever works; just be careful to drive the bearing in straight with the least amount of force you can use. Install the last snap ring, fill the dust seals with grease and tap them back in and you're ready to ride. □

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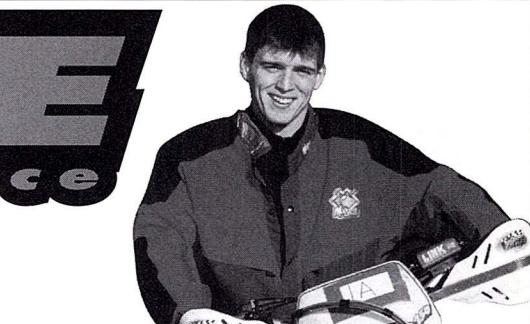
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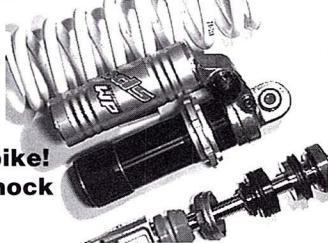
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SOLID ROTORS

Just Two Words Can Solve Most of Your Brake Problems

By Paul Clipper

I hear it at every enduro, and so do you. "I only got 30 miles out of a set of those XYZ brake pads! And it wasn't even muddy out!" Or maybe, "I went metal-to-metal at the hare scrambles and wrecked my rotor. Those disc brakes really suck."

Well, first off, if you had to go back to drum brakes, you'd change your tune very quickly. Drum brakes were awful. They would go away when they got a little wet or muddy and hardly come back at all in the space of a 100-mile enduro. They would wear down low then rock over center, locking up and jamming in the middle of a tight section. You'd hit the brake stay arm on a log and bend it, rendering the brakes useless, or tear the actuation arm off on a rock and wreck the backing plate. Finally, using those cool sintered metal "waterproof" brake shoes, you'd wear your hub out completely, forcing you to buy a new hub, wheel, backing plate, everything. Drum brakes were a mess.

Not to say that disc brakes were the answer to everyone's dreams when they were first released. In the early '80s we had front discs, and they were fine simply because few of us use the front brake aggressively. Rear brakes appeared on the scene in 1986, and they were a real bag of trouble before we finally figured out what we were doing. In those early days of rear discs, it wasn't unusual for a rider to wear out a set of pads in 25 miles,



A solid rotor on the back of a KTM. Look how clean and nice it looks without all those holes. If you look at the disc on the floor, you can see the wear lines from the original pads and that they go down into the supporting ribs of the stock disc. All of the stock KTM rotors are made this way—it's a truly awful design. The solid rotor will work much better.

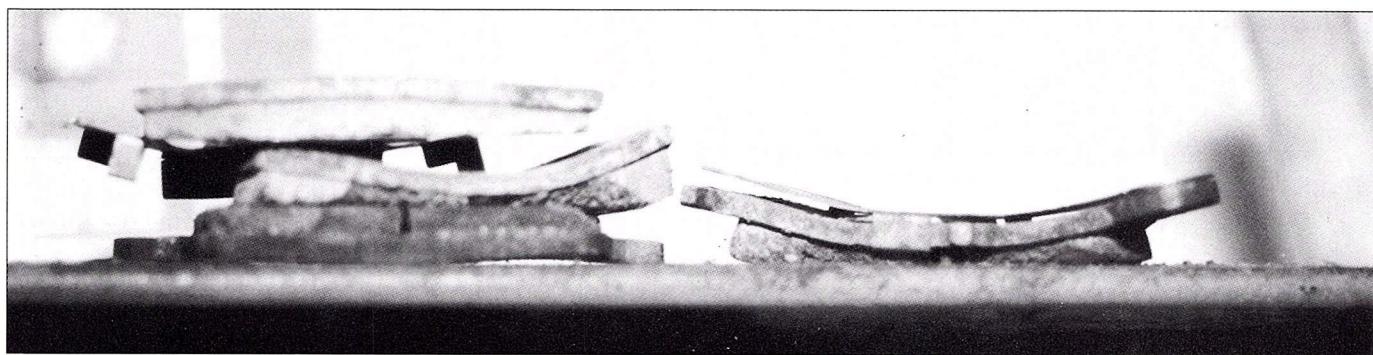
and a real brake dragger could deep six them in 10 or 15.

Most of that was because of pad material. Most all street bikes had disc brakes by then, and the brake companies had compounded nice,

squeak-less, soft brake pads for their clean and shiny street bikes. Put these same pads on a dirt bike and it was like trying to clean a gum eraser with a cheese grater. That's exactly what they did, too—they put street pads on dirt bikes.

I worked for a motorcycle company back in the early days of disc brakes and we did a ton of brake testing on our bikes. Our findings basically boiled down to three conclusions: dirt bikes needed harder pad compounds, they needed better heat dissipation and they needed non-ventilated solid disc rotors for longevity.

As it turned out, the last feature was the most important. We had inherited ventilated rotors—disc rotors with holes or slots drilled in them—also from the street bikes. Street bikes had ventilated rotors because it looked cool, very "factory." All the custom bikes had rotors drilled to the moon. Our testing easily revealed—and it doesn't take a genius to figure this out—when you try to squeeze the air in those holes, there is no stopping power. The pads squeezed the steel and the bike slowed down. More steel meant more meat to squeeze. Also, we found that we could forget about additional cooling through the holes in the rotor, because the better benefit came from more metal acting as a heat sink, drawing the heat into the hub and away from the brake caliper. Finally, we found that in wet and muddy conditions the holes in the rotor funneled water and mud



Heat is another enemy of consistent braking, and more metal in a disc makes for better heat dissipation. Have you ever turned your pads into potato chips?



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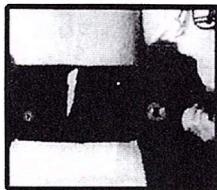
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right up to the brake pad, helping to grind them down rapidly. In dry conditions the holes simply acted like a deli slicer, slowly grating away the pad material.

The cure for all these problems? Run solid rotors on the bikes. Forget about the slots and holes; they were an added expense in the machining process, they wore out brake pads, they compromised the heat absorption abilities of the rotor and they were a perfect paddlewheel for mud.

What happened? Look around, nothing at all. All the brake manufacturers basically said "No, we can't do that! Rotors without holes in them will look heavy and nobody will buy our bikes!"

So here it is, the 1999 model year and we still have pad-eating brake rotors on our new bikes; every brand,



A recipe for disaster. It's bad enough to have everything covered with mud, but the slots on this rotor are carrying the mud right into the caliper, feeding it right onto the brake pads. Bye-bye, pads.

all of them. Well, the point of all this is that I have a great tip for you. If you want to make your brake pads work twice as long, possibly as much as a few hundred miles or more in average weather, go out and buy a solid rear rotor for your bike. Fredette Racing Products, Braking and a few others make them. They cost around \$100 to \$120 and they will save you that much easily in brake pads in the first six months. You can get solid front rotors for some bikes—with them, you may never have to change your front brake pads again.

With solid rotors, you can use the inexpensive organic pads and get phenomenal life out of them, even in the rain. They really are the only way to go, so do yourself a favor and go that way. □

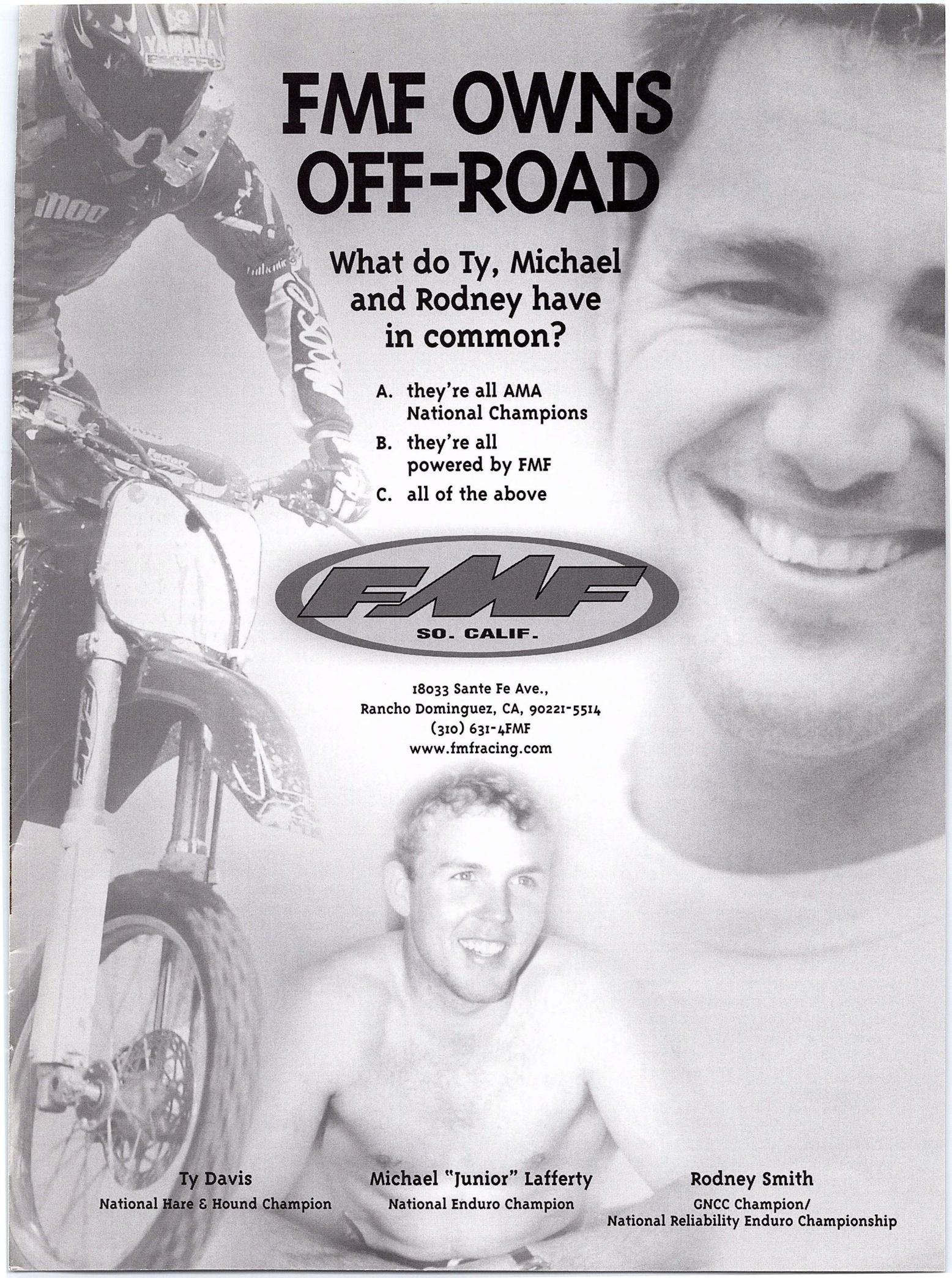
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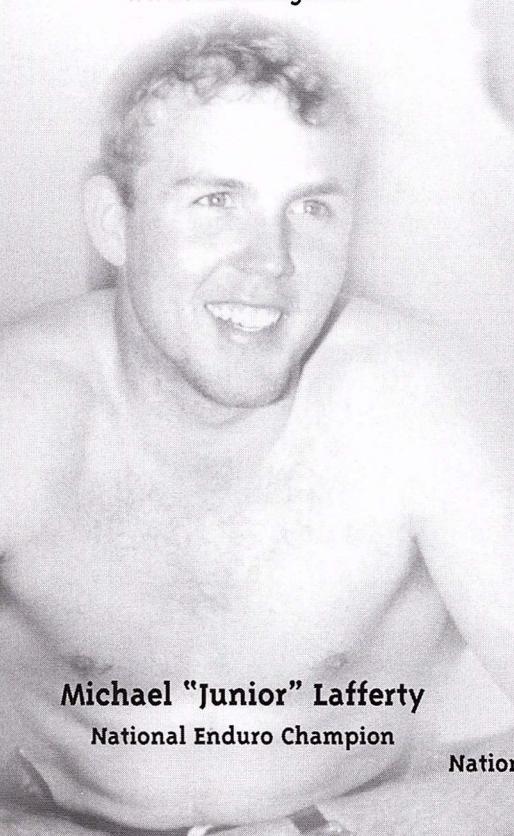
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By Mark Uth

Gasket Musings and Maintenance

If your engine is the heart and lungs of your dirt bike then the various gaskets used within it are the soft tissues essential to keeping everything working smoothly. Gaskets serve a variety of purposes: keeping out dirt, keeping in fluids, sealing essential intake and combustion chamber functions. Without these precious seals your motor would hardly run at all. Unfortunately, many riders and mechanics have a casual attitude toward gasket use and maintenance; sometimes they just plain misunderstand what the designers intended when they specified specific gaskets for specific applications. Incorrect use can lead to nagging problems such as oil and water leaks, dirt intrusion, etc. In extreme cases, bad gaskets precipitate major failures or even catastrophic motor meltdown.

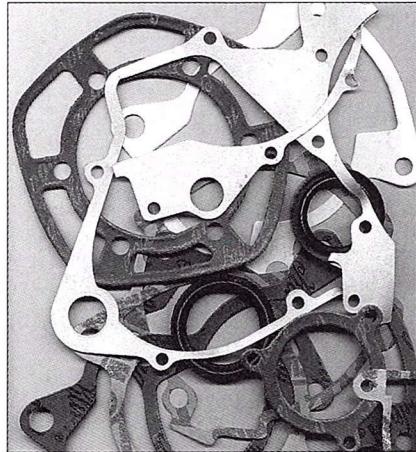
Surprisingly, most applications could be designed without the need for gaskets at all. Fine metal sealing surfaces machined to exacting tolerances are often used in demanding aerospace applications. There is a price to be paid, however, as the cost of producing manufactured parts to achieve this level of fit is prohibitively expensive and doesn't lend itself to assembly line production. Hence, in dirt bike applications we have a host of different seals, packings and gaskets filling almost every nook and cranny. And be sure today's crop of water-cooled bikes is more dependent upon them than any air-cooled powerplants ever were.

Our read on gaskets is this: given the option and opportunity, even the spodliest cheapskate mechanic will opt to properly replace gaskets. Even though some gaskets can be pricey,

15 or 20 bucks is still valuable insurance against more expensive motor repairs. However, needed gaskets always seem to be unavailable when racing or trail riding looms. Unfortunately, the reuse or home fabricating of gaskets, born of necessity, is something that everyone's done at one time or another, with full knowledge that they're really taking chances. Fortunately, with a little know-how about the different types of gaskets, you can minimize the risk associated with their occasional (and temporary) reuse.

Basically, there are three different classes of gasket materials: paper, metal and rubber/plastic. Sometimes metal gaskets are used in conjunction with other materials to form composites or laminates, but they still behave like a true metal gasket.

Metal is the gasket material of choice in places that get hot. They are typically used between assemblies that get cinched down tightly, places where rubber gaskets would get crushed or deformed and paper gaskets can't stand the temperatures. Copper and aluminum are popular metal gasket choices for their soft, malleable properties. Their most common uses are around drain plugs and other threaded fasteners and for cylinder head/base sealing in many air-cooled bikes. Copper (or aluminum) gaskets form their seal by being crushed during assembly torquing. As such, their reuse is a risky venture at best: once they're crushed, it's conceivable that they will never reseal in the same way.



Once a metal gasket starts leaking, it's pretty much hopeless—a new one is required. Paper gaskets are very common around your motor, most often used to seal mating surfaces of various cases and covers. The good thing about paper gaskets is their cheap price. The bad thing is that they're sometimes hard to remove and seldom reusable as any rip or tear renders them useless. O-rings, seals and various packings made from rubber/plastic-based compounds, are by their very nature reusable. However, mindful attention during disassembly, so as not to crack or damage them, and careful inspection prior to reuse is required. Additionally, some solvents attack certain o-ring/seal materials, causing their shape to distort and become unusable. Watch your chemicals around them.

The first thing to realize is that some gaskets should not be reused under any circumstances. Sometimes this is because where they're used is just so critical that the potential cost of collateral damage is too great. For example, anything that has to do with water jacket sealing, lubrication systems and potential intake air leaks. Other gaskets, by design, just can't be reused. Many are designed to swell under use, and once used (and swollen), they will not again seal properly. The ability to readily recognize developing problems (prior to catastrophic events) is also a factor.

That said, you're stuck for a new gasket, so what's next? One trick to getting an emergency use out of an undamaged metal or paper gasket is to augment its use with some sort of gasket prep/sealing product.

A trip through the chemicals aisle at your local auto parts super store will surely turn up a host of gasket treatments aimed at making a better seal. Be advised that some make the gasket stick to sealing surfaces better (what you're looking for), while others prevent sticking, so that removal and replacement is more easily accomplished. Permatex is one option, and RTV silicon seal is another. When selecting gasket sealing aids, be sure to pick one designed for use in a fuel/oil environment at high tempera-

tures. Otherwise, the sealant itself could become a messy problem.

Most shop manuals do not recommend using gasket prep treatments with new gaskets, although they don't advise against it either. In almost all cases it won't hurt and it can be especially useful in places where the sealing surfaces are less than perfect due to abuse or corrosion.

The trick to success with sealants is to apply the lightest possible coating, so that when things are cinched together excess sealant doesn't squish out and end up in your transmission oil, coolant or combustion chamber. It's also a good idea to clean the gasket with brake or carburetor cleaner prior to its application, to help the sealant better adhere to the gasket. Be advised: when using gasket coatings, you're going to have a tougher time cleaning those sealing surfaces the next time around.

Another option when you're in a pinch is to simply make a new gasket. Again, there are plenty of form-a-gasket-type products found in automotive parts stores, Permatex and RTV silicone seal again the leading candidates. Resistance to fuel and oil remains important in most applications. Sometimes the lack of a gasket will cause interference problems

(such as with clutch covers, among others) when trying to substitute form-a-gasket products. In these cases a paper gasket can be cut out of heavy duty paper or light duty cardboard and used successfully in conjunction with sealing aids. Not surprisingly, the easiest way to trace a new gasket is using the old one.

Homemade gaskets will usually work with clutch, mag, powervalve or other side covers. They could even suffice as cylinder base gaskets as long as the thickness remains pretty much the same as stock and you're careful about air leaks. Don't use homemade gaskets between case sealing surfaces or for cylinder head sealing. It goes without saying, but we will anyway: never substitute paper or rubber gaskets for the metal ones used in places that get real hot (as in cylinder head and exhaust system).

Another source of gaskets are the plethora of aftermarket/custom gasket manufacturers that currently support the industry. They won't be much help on a Saturday afternoon before a race, however aftermarket suppliers can be particularly helpful for restorations of vintage sleds (where stock gaskets are no longer available) or project bikes that find non-standard parts being mated

together. The costs of aftermarket and custom gaskets are comparable with stock in most cases, although availability varies. Rather than name any particular supplier, any number of them regularly advertise in several national motorcycle magazines.

A final aside concerns gasket installation and removal tricks and conventions. Rest assured, even new gaskets will not seal properly if the sealing surfaces were inadequately scraped clean or bungered up in the process.

Try to avoid the need to use metal scrapers that easily scratch and gouge softer cases and covers made from aluminum or magnesium. Troublesome gasket material stuck to a sealing surface can often be loosened by soaking it with an appropriate solvent.

When scraping eventually becomes a necessity, take great care (and time) to avoid damaging the sealing surface. Some gaskets must be installed with the proper side facing out or upward. Be sure to follow the convention in your shop manual and pay attention to how the old gasket was installed. Finally, when cinching things down afterward, it's critical that the retaining fasteners be properly torqued to attain a secure and permanent seal. □

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PRODUCT EVALUATIONS

Arai MXC Pro, Moose M1 Gear

By Mark Uth

Arai '98 MXC Pro Helmet

When Arai announced last year that it was revamping its off-road helmet line, the new one-piece VX Pro got all the press, and rightfully so. The two-piece design common to MXa and MXe helmets of the time was a turnoff to many potential buyers who instead chose other brands. The VX Pro changed all that. However, shrouded in the associated VX Pro hoopla was the demise of the venerable MXe helmet, a model preferred by many off-road riders for its adjustability and ease of maintenance. Rumors at the time had a two-piece helmet still in Arai's lineup, patterned after the simpler MXa helmet. Quite frankly, this news was less than enthusiastically received in many off-



road camps.

What made the MXe preferable was the various removable headliner parts. This made Arai's legendary fit even better, and it was simple to remove those parts for easy cleaning or replacement. Conversely, the MXa didn't have a removable liner.

Fortunately, there's a happy ending to the story as Arai's new two-piece helmet, designated the MXC Pro, has

not only incorporated all of the preferred features of the earlier MXe, but updated and enhanced them as well. As such, it's lighter, tougher and better ventilated with that renowned Arai fit that we've come to expect.

Leaders in associated material science, Arai has made the MXC Pro from a new fiberglass laminate construction that is reported to be 40 percent stronger than standard fiberglass, while being the lightest shell material Arai has ever used. This translates into an industry-standard for a lightweight shell. Inside, a removable one-piece liner uses multiple density foams for extended comfort and protection. Arai helmet interiors continue to be constructed by hand—something special in this day and age of rampant automation—contributing to an exacting fit. The MXC Pro retains the familiar Arai remov-

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A black and white photograph of Michael Lafferty, a professional enduro rider, sitting on his motorcycle. He is wearing a helmet and goggles. He is holding a bottle of ProClean 1000 cleaner and spraying it onto the motorcycle's bodywork.

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able/adjustable chin guard, which gets a new removable breath guard. The breath guard is a vinyl and foam insert that fits inside the chin/mouth guard and directs hot, exhaled breath away from goggles to reduce fogging.

Overall ventilation improvements are achieved using a new triple vent design, each of which incorporates its own trick air valve. Using the integral valves, the increased airflow can be adjusted or completely shut down, depending on ambient weather conditions. All in all, the MXC Pro is a definite improvement over earlier Arai off-road helmets, and head and shoulders above the competition. For information, see your dealer or visit the Arai web site at www.arai-america.com.

Moose '99 M-1 Gear

Moose Racing has introduced a new line of gear to replace the economy Trophy line of years past. The M1 line



packs many of the desirable features found in Moose's top-of-the-line XCR gear, while retaining the Trophy's economy price. Apparel includes a new pant, two different jerseys and matching gloves. The like-priced M1 and M1 Vented jerseys are identical except for material, the former being a 50-50 cotton blend for better durability while the latter is cut from 100 percent cotton for better cooling in hotter weather. Each garment is available in the matching colors you'd expect—blue, red, yellow and lime. Additionally, there's a new "stealth" color scheme that's available—if you can find it. Specific features include:

M1 PANT

The M1 pant mimics its higher-priced XCR sibling with tough materials where you need them. A trick molded rubber knee patch protects the front of the knee when blazing through brush

or kneeling afterward. The main pant material is tough 420 denier twill nylon, thick stuff that will stand up to anything you can dish out. Integral to the pant are multiple stretch panels, incorporated into the cut making the pant flexible, cool and comfortable. Overall, the sizing is right, so you don't have to worry about ordering a larger size to get the fit you want. Similarly, the knee is cut plenty roomy to accommodate the knee braces of riders who wear them. The M1 pant looks good and retails for a nickel under 90 bucks.

M1 JERSEY AND M1 VENTED JERSEY

Each riding jersey is identical, except for the material. The M1 jersey incorporates sewn-in elbow padding, double-knit cuffs and collar, with a tail cut long enough to ward off any potential for unsightly plumber's butt. At \$24.95 it hardly sets you back more than a beefy T-shirt, and it looks pretty cool too.

M1 GLOVE

The M1 glove is journeyman protection for your hands that looks like it will outlast many of its economy-priced brethren. See your dealer for more information. □

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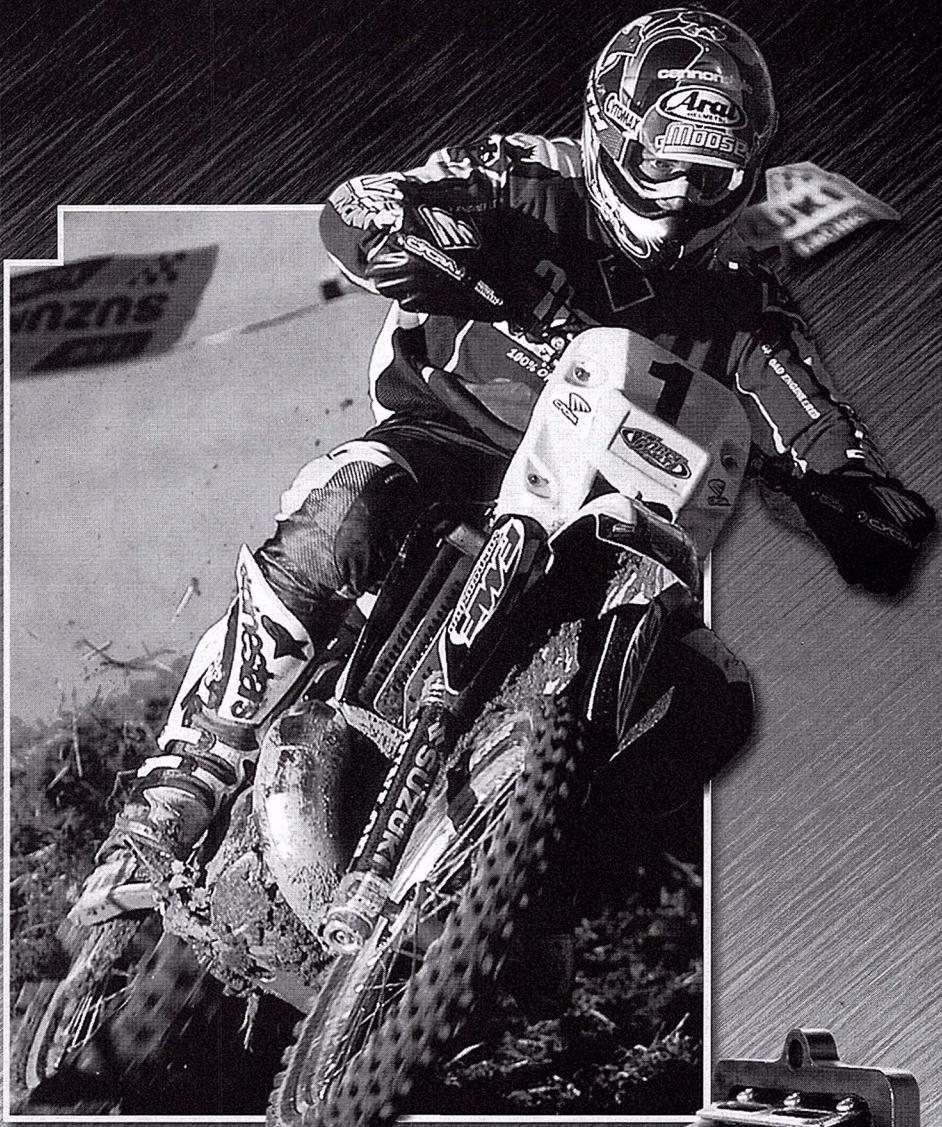
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1984 Honda Interceptor 500 V-4, 7300 miles, very good cond., always garaged, new tires, new battery, \$2000. (609)953-2922.

1996 Husaberg 400 Enduro Electric start, enduro ready, full dual sport lighting. New battery, brand new Trelleborgs, Enduro Experts susp., fast and fun, an incredible bike, extras. Titled & reg. in MA. \$4100, (609)953-2922.

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1998 KTM 250 MXC Great cond., lights, handguards, reg., Fact. Conn. susp., \$3900. (973)728-0489, ask for Jim.

1997 Kawasaki KLX300 Enduro Experts susp., pumper carb, ridden 6 times, exc. cond., \$4200 obo. (860)666-8766.

1994 KTM 300EXC A-Loop flywheel, all guards, Tech Tube liner, new tires, ICO clock, Scotts steering stab., \$2500 obo. (860)974-1620.

1995 Husqvarna WXE 250 CT title, min. \$2200, call Steve at (203)235-4664.

1997 KTM 300EXC Mostly trail ridden, new tires, susp. revalve, mint cond., \$3800.

1994 Yamaha YZ250 New top end, new chain sprockets and tires. Susp. work, Pro-Circuit pipe and Fatty, have papers, mint. \$2300, (908)626-9838.

1991 KTM 250EXC Low hours, titled, reg & insp in NJ, street legal conversion. Great dual sport ride. Enduro Experts susp, ICO Autocal, very clean, vgc. \$2000 obo, (609)953-3206.

1998 YZ250 Parts Dyno Port torque pipe w/guard, \$100. Steahly 9 ounce flywheel, \$50. (609)978-0786.

1998 Husky WR125 Factory Connection susp, 3-way adj Marzocchi forks, solid rotor, most powerful 125, new seat, carbon fiber pipe guard, barely ridden. (973)838-8770.

1996 KTM 360 Many new parts, Factory Connection susp and more, \$2600 obo. (973)402-8590.

1992 Husqvarna WXE 250 Dyno Port pipe, ICO Pro Comp, low mileage, very good condition, includes all riding gear (Arai helmet, HRP chest protector, MSR fanny pack, MSR GoreTex jacket, pants, etc.), \$1500. Call Kevin, 610-395-9557.

1991 Yamaha XT350 3200 miles, very clean, \$1900. (610)449-6549

1990 Kawasaki KDX200 Absolutely mint condition. Never raced or abused, must see to believe, looks brand new. \$1600

firm, (914)271-4812.

1998 Kawasaki KX250 and 1998 KTM 300EXC Both purchased in March, broke leg in May. Barely been ridden, \$4300 apiece. Call Bill at (603)895-2379.

1993 Kawasaki KLX650R Exc. cond., lots of extras. Modified to be street legal (barely). Tagged, lots of new stuff, \$2700. (803)641-4606.

Parts for Sale: Yamaha YZ250 flywheel weight by Steahly, fits 1996-1998. XT/YZ front wheel, 1985-?. RMX250 Dyno Port pipe & silencer, good cond. (914)734-2072.

1982 Yamaha IT250 Bought new in 1987, 200 orig. miles, exc. cond. Pictures available, asking \$1300. (610)444-9238.

1995 KTM 300EXC Exc. cond., adult owned, Factory Conn. shock, low hours. \$2900, (914)691-8817.

1995 Ducati 900SS/SP Showroom cond., extras, 7,000 miles, new rubber. \$7500, must sell. (914)734-2072.

YZ250 Flywheel Weight Real cheap. CR125 flywheel weight, even cheaper. (914)734-2072.

1996 KTM RXC400 Bought new in Jan. '98, 325 street miles. Sport rack with bag, mint cond., buying new boat, no time to ride. Never dumped or raced. \$4800, (716)694-7273.

1996 Thumper Racing XR440 FMF exh., Mikuni carb, Enduro Experts susp., new drive line, heavy tubes, handguards, skid plate, low miles. Steal at \$3500 with extras. (717)473-9284.

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1997 KTM 360EXC Very low hours, great shape, extras. Susp. Revalve ft/r. \$3200, (610)430-0688.

1995 Yamaha YZ250 Proper woods setup, WER susp., 3.6 tank, flywheel weight, guards, etc. Low hours, mostly trail ridden. Too fast for me, \$2800. (716)627-7679.

1998 Honda XR400 New cond., 4 months old, NJ titled. \$4100. Fruehauf 5X8 alum enclosed trailer. Exc. cond., includes cabi-

nets and shelves, hauls up to 3 bikes. \$1200, (609)268-5895.

1972 Puch 175 motocross. All original, one owner, mint cond., runs great. \$1250. 1985 Yamaha E-300 snowmobile. Exc. cond., runs great, low hours, \$950. (609)268-3479.

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HERTFELDER

Michigan: 50 Cents a Pound

I came close, very close, to a major catastrophe once at the Jackpine enduro. By scoring better than a small handful of other riders I almost lost my treasured reputation as the worst dirt rider east of the Mississippi.

Thankfully, my finish of dead last in class means I can continue to hold my head low.

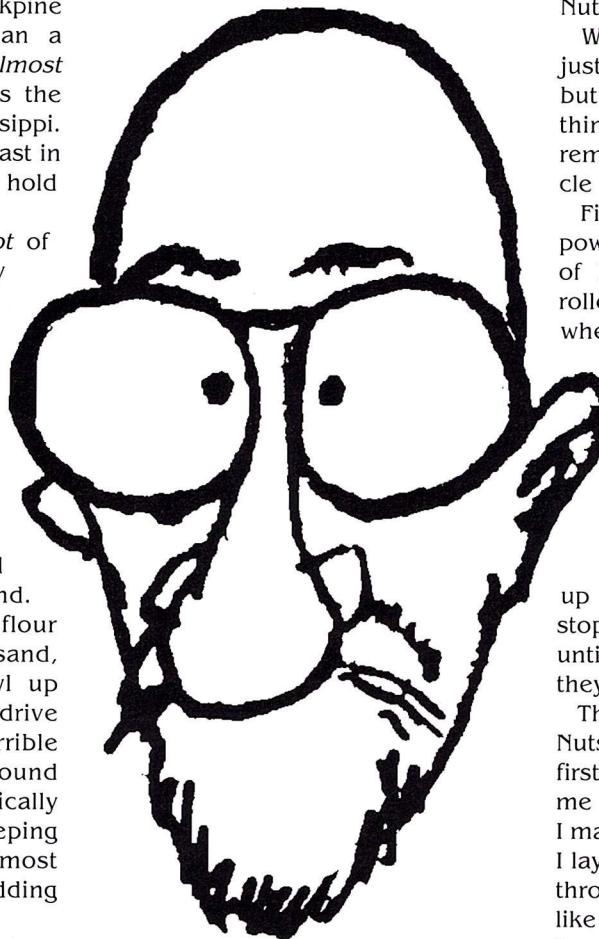
They told me there was a lot of sand in the Jackpine, and they were very right. In fact, Michigan is to sand what California is to fruitcakes: both states have more varieties than they might wish—the difference is that sand doesn't transmit communicable diseases during intimate contact.

New Jersey, too, is paved with a bewildering variety of sand. We have your sugar sand, your flour sand, cement sand and beach sand, which has the ability to crawl up under dental bridgework and drive you nuts. And there is a horrible type of sand found in campground overflow areas that is magnetically attracted to the inside of sleeping bags which, I'm told, has almost instantly terminated many budding romances.

At the last Pine Barons enduro there was a stretch of particularly fine sand, nasty stuff. All the riders wearing contact lenses pulled off looking like they'd just buried a wife and a good dog.

I encountered one type of sand just beyond the first checkpoint that looked very familiar, but I just couldn't recall where I'd seen it before. Riding up toward the crest of the first sizable Jackpine-type sand hill, I stood upright to find out if some contractor had trucked away the backside slope to build an airport runway or something. I was right; it was a vertical drop labeled *SPECTATOR POINT #2*.

As soon as I rode past the lip of the drop-off I noticed two things. The first was that there were a lot of riders walking around down there, and secondly that I was standing in mid air with no motorcycle under me.



After I'd thumped to a stop and counted to ten to be sure I'd stopped, I noticed that I was surrounded by riders walking back toward their motorcycles which, like mine, were imbedded upright near the base of the sand hill.

I tried to get up, but that darned loose sand slid away from my hands, so I decided to just sit for a while. This is not a bad idea after an impact like this because it gives you time to note where the horizon is before you stand up. Too many times in the past I've gotten to my feet on the side of a hill, only to fall over thinking, "This is one hell of an earthquake we're having."

The sand looked sort of unfinished, not ground finely enough. If I didn't know better I'd have sworn I missed a turn and was outside a cereal plant,

sitting atop a 40 ton pile of Grape Nuts rejects.

Whatever it was, it looked familiar. I just knew I'd seen the stuff before, but I couldn't concentrate on anything just then, except to try to remember what side of my motorcycle the kickstarter was on.

Finally, I got rolling again on a fine powerline trail which did a great job of boosting my confidence, until I rolled past a row of ranch houses where I could tell by the way a fellow stopped mowing his grass to stare at me that I was well and truly off course. I'd missed a left turn at the base of the sand cliff and was about two zip codes off the trail. So much for regaining my confidence.

Once back on the trail, I caught up with two slow-moving riders who stopped to let me past. I refused—until they explained that I had to, as they were the sweep crew.

There was another stretch of Grape Nuts sand just a mile or so before the first 'gas available' which, again, put me flat side down. Dummy that I am, I managed to jam my right thumb and I lay there prone, whistling in and out through almost closed lips, which is like musical accompaniment for pain. I reached over and turned off the fuel valve so the Husky wouldn't flood (any more than it already had) and took a drink of New Jersey water from my canteen. Water in most of the country is just so tasteless!

My thumb was hurting right up to the shoulder as I got up and scuffed around kicking holes in the sand. I took a long hard look at it and suddenly realized where I'd seen that kind of sand before. It was in the plastic tray alongside the toilet in my apartment!

Michigan, geologically speaking, is 50 percent kitty litter.

—Ed Hertfelder

Ed Hertfelder is a teller of tales, a writer of books, the world's worst dirt rider and a small-bore silhouette enthusiast. He can be reached at P.O. Box 17564, Tucson, AZ 85731, and he'd love to hear from you.



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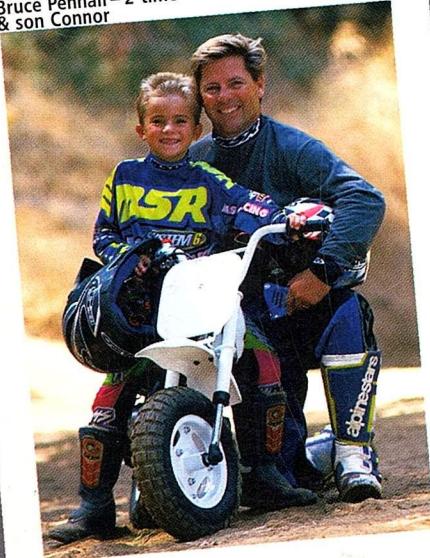
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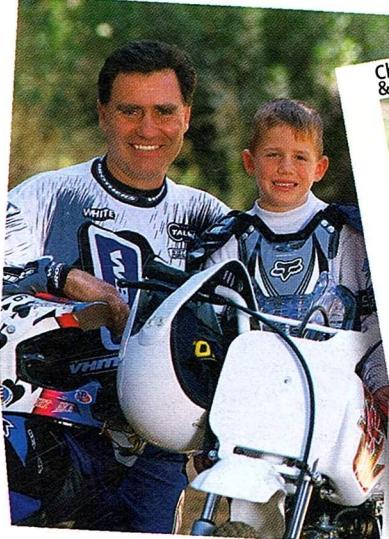
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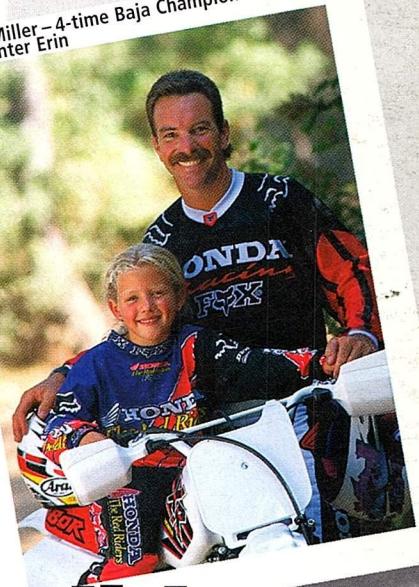
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